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June, 1954

PACIFIC FISHERMAN

P.16

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Where are the High Seas? Page 21

N.F.I. Convention Page 53

HALIBUT IS HERE AGAIN

ACHILLE PALADINI 17 years and still going strong with *G. P. Marine Products*

Skipper Ted Breyer at the wheel of the Achille Paladini

Launched in 1937 as the New St. Joseph, the Achille Paladini of San Francisco has been protected ever since with General Petroleum oils and greases.

According to Ted Breyer, who skippers the Achille in drag fishing operations up and down the Pacific Coast, "We use G. P. products 100% because we get better all around protection—I'm really sold on how they've helped keep our maintenance costs down."

It's the same story the world over, with more fishing boats relying upon Flying Red Horse marine products than any other brand. Your boat, too, can have the advantages of tailor made products and service . . . visit your friendly G. P. marine distributor the next time you take on fuel, lube oil and grease and know you're getting the best.

—Converting Nature's Gift to Better Living

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GENERAL PETROLEUM CORPORATION

The Achille's expensive dragnets are protected with G. P. copper naphthenate

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PACIFIC FISHERMAN

June, 1954 Volume 52, No. 7

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New Hands on the Helm Of Alaska Salmon Service

A new watch took the deck as the Alaska salmon restoration program moved into the first actual fishing season on the course charted for it by John L. Farley.

Clarence L. Olson, a veteran of the Service in Alaska, and for some years manager of its operations in the Pribilof Islands, has been given new duties as Administrator of Alaska commercial fisheries. He will be Director Farley's responsible representative with respect to fisheries. Assisting him will be George B. Kelez, formerly chief of Alaska fisheries research, who returns to the Service in an administrative capacity after three years active duty with the Navy.

The Alaska regional office of the Fish and Wildlife Service continues without change in staff or general functions, save that Clarence Rhode, regional director, will concentrate on Wildlife problems. Field and staff activities will continue as in the past, except that the decisions will be made, and the responsibility taken, by Mr. Olson.

The 1954 salmon season will see an impressive concentration of Federal personnel in Alaska, indicative of the importance Secretary of the Interior McKay attaches to his responsibility for the Alaska fisheries and the problem of reversing the downward trend which has marked their course for years.

Arnie J. Suomela, assistant director of the Service, is expected to spend a portion of the salmon season in the field in Alaska; and Seton Thompson, chief of the Alaska Branch, will be in the Territory through the major fishing seasons. Their functions, however, will be broadly administrative; the authority and responsibility for action resting squarely on Mr. Olson.

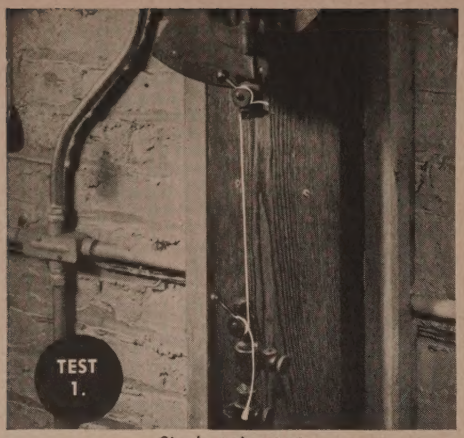
Although his duties in recent years have been those associated with management of the fur seal resource in the Pribilof Islands, Mr. Olson is thoroughly familiar with the Alaska fisheries and all the Fish and Wildlife Service functions and responsibilities there. He was formerly in the fisheries service on Bristol Bay, where he earned a reputation as an earnest and courageous administrator. To some of his familiars he is known affectionately as "Old Iron-Jaw".

Mr. Kelez also has impressive background of Alaskan service, including a number of years there on two distinct tours of naval duty, as well as many seasons in the field of biological research. A biologist, and formerly in charge of the scientific studies of the Service in Alaska, he has also had experience in the field of management, to which his newly-assigned duties return him.

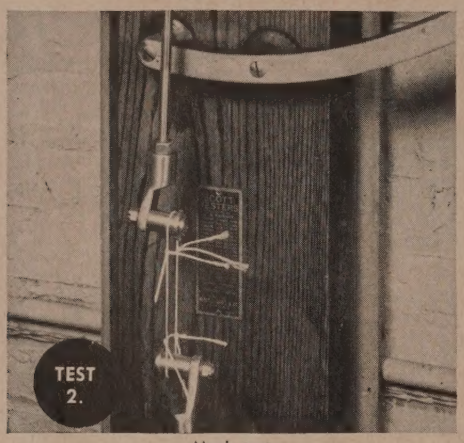
Effectiveness may be expected from the new arrangement on two primary counts:

The character and qualifications of the men in charge; and

Administrative authority over the fisheries in the hands of men whose responsibilities and interest are not divided with those of the wildlife function of the Service.



Single twine test



Mesh test

Two tough tests prove that Ederer nylon is your best net buy!

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Call your nearest Ederer sales office today.

Think back. Remember the biggest fish catch you ever made? Remember the terrific strain on your net?

Well that's nothing to the hundreds of peak loads a new Ederer STA-LOK nylon net will take. Ederer's twin strength tests make sure of it.

First, twine from each lot of STA-LOK twine is tested. If it passes, the whole lot is made into netting. Then a sample mesh is tested. Only then is Ederer STA-LOK Netting stamped O.K. This extra care means you are 100% sure of getting the finest nylon netting in the world. So make your next net an Ederer STA-LOK. Remember Ederer STA-LOK gives you more profit per pound of netting because:

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4. **STA-LOK resists fraying or tearing**
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Since 1881

EDERER Division
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540 North Orleans Street, Chicago 10, Illinois

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More Net Profits WITH TYDOL HD

Fleet operators spend more time hauling in profits . . . less time in repair...with Tydol HD oils on the job. The fast detergency action ends sludging, frees sticky valves and rings and keeps engines **clean.**

Tydol HD's acid inhibitors stop shut-down rust and corrosion. Busy engines start faster, stay trouble-free longer with the oil that **cleans** as it **protects** as it **lubricates** ... Tydol HD Motor Oil.

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3 Great Oils for Heavy Duty Marine Service

100% paraffin base high V. I. motor oils, scientifically compounded with selected additives for heavy duty.

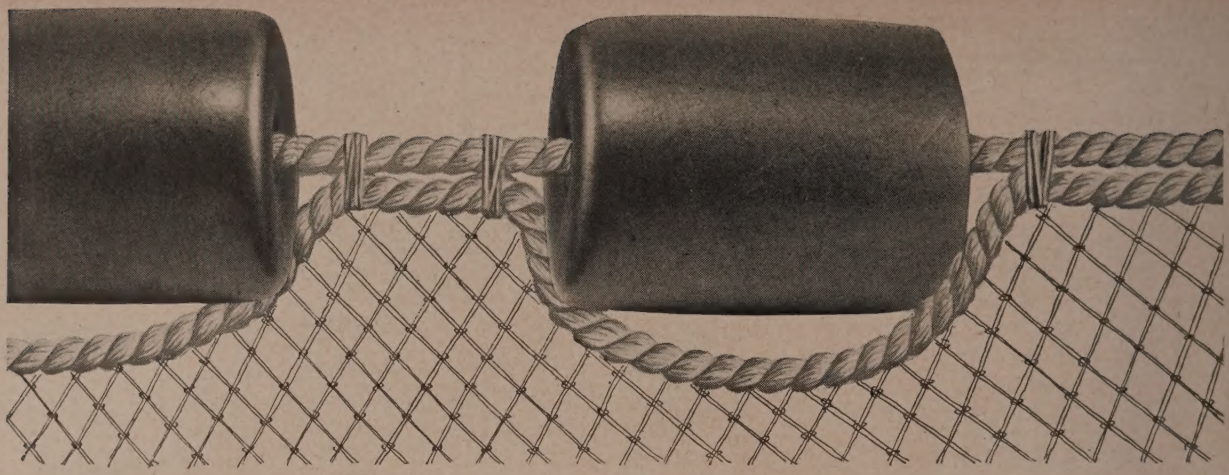
TYDOL HD—High Detergency... for any marine engine in normal heavy duty.

TYDOL HD S-1—Higher Detergency... for hard, heavy marine diesel service; for any engine subject to continued overloading.

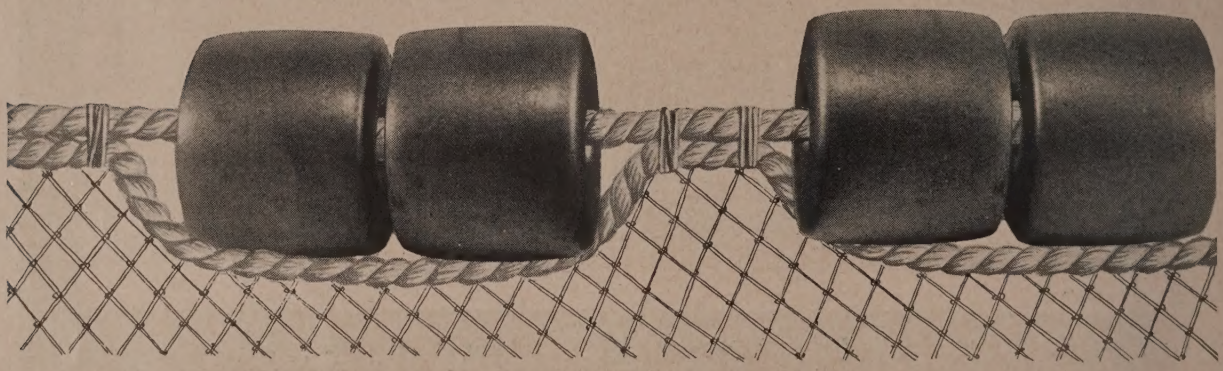
TYDOL HD S-2—Highest Detergency... for marine engines in the most extreme service conditions.

Ask your nearby Flying "A" Representative which Tydol HD meets your needs.

TIDE WATER ASSOCIATED OIL COMPANY (WESTERN DIVISION)



Better than Cork! Cheaper than Cork!



NEW SPONGEX SEINE FLOATS

give you these advantages:

- Spongex floats cost less than cork.*
- Spongex floats are more buoyant than cork . . . fewer Spongex floats are needed.
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- Nets and lines do not foul on the smooth plastic surface of Spongex floats.

*Cost of the Spongex float, averaged over its size range (3x3, 3½x3, 4x3, 4x6, 6x6¾, 6x7½) is less than cork in corresponding sizes. And, as the Spongex float has greater buoyancy . . . *dry* buoyancy versus cork's loss to water absorption . . . the cost is increasingly less.

These Spongex floats are brand new. Your supplier may not have them yet. If not, let us know your needs. Write

THE SPONGE RUBBER PRODUCTS COMPANY
45 Derby Place, Shelton, Conn.

ANOTHER SPONGEX® PRODUCT

By serving today's housewife, this ad serves you!

The advertisement above will appear in beautiful full color in the June 14th issue of LIFE Magazine and in the June issues of *McCall's* and *Good Housekeeping*.

Like the others in this powerful series, this advertisement performs a real service for today's busy meal planner. By giving her appetizing, easy-to-follow recipes calling for many kinds of canned foods, it helps her in her never-ending quest for interesting, nutritious, economical meals for her hungry family.

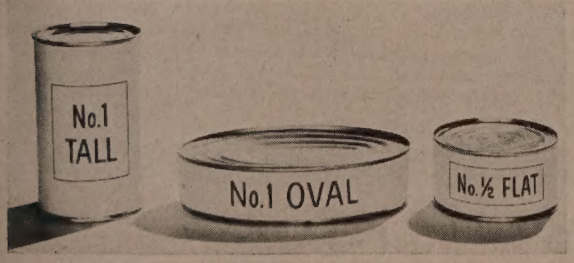
And—by pointing out to millions of women everywhere the wide and wonderful variety of foods that come in cans, these ads help raise the prestige of all canned foods and beverages.

This is another example of Canco's efforts to help stimulate your sales—*to help you sell more in '54.*

Containers to help people live better AMERICAN CAN COMPANY

CANCO

New York, Chicago, San Francisco; Hamilton, Canada

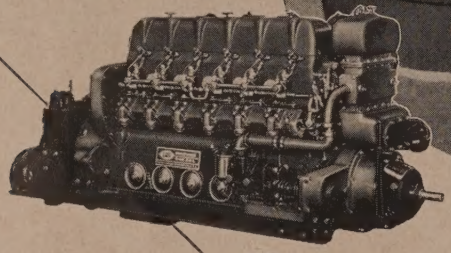


The ad above will suggest to millions of American homemakers that they serve an appetizing canned sea food as an important part of a favorite American meal.

long-distance shrimper

"Rio Bravo"

"Gets MORE POWER for LESS MONEY"



P&H Marine Diesel Model 687-CM,

since repowering with P&H **MARINE DIESELS** 2-cycle

If you want more power while actually spending *less* for fuel, take a tip from Captain John Weisch, Port Isabel, Texas. His hard-working shrimper, "Rio Bravo," is getting it. Trip after trip, his twin 6-cylinder P&H Marine Diesels pile up the savings, put money in the bank.

Here's what he says about his P&H Diesels:

"I get dependable performance from the two Model 687-C P&H Diesels recently installed in "Rio Bravo." When you shrimp as far away as the Campeche Bay area, you have to depend on good performance from your engines.

"In using P&H Diesels, I get more power for less money and at the same time use less fuel. This saving on operating expense makes our pay loads more profitable."

P&H Marine Diesels give you every proved advancement in diesel science. They operate more efficiently because they are more efficiently designed; are far simpler, have fewer parts. They are 2-cycle, with a power impulse *every* downstroke of the piston.

You'll find P&H Diesels much easier to understand and maintain. Here's proof: The patented P&H cylinder assembly permits you to replace the head, liner, piston, and rod as one lightweight, easy-to-handle unit — *in only 40 minutes!* You don't even drop the pan.

Put new profits in your fishing. Investigate P&H Marine Diesels now. Models up to 225 horsepower, 2, 3, 4, and 6 cylinders. See your P&H representative for all the facts. Or write us.

P&H DIESEL ENGINE DIVISION

HARNISCHFEGER CORPORATION

CRYSTAL LAKE, ILLINOIS

Accessibility That Pays Off . . .

Careful designing, with all parts and accessories located in the right places for easy reaching and working, make P&H Marine Diesel engines unusually accessible. For example, each cylinder has its own injection pump. These are separate, easy to get to — you replace only the pump affected, not a big, costly unit that serves an entire engine.

the P&H *Line*

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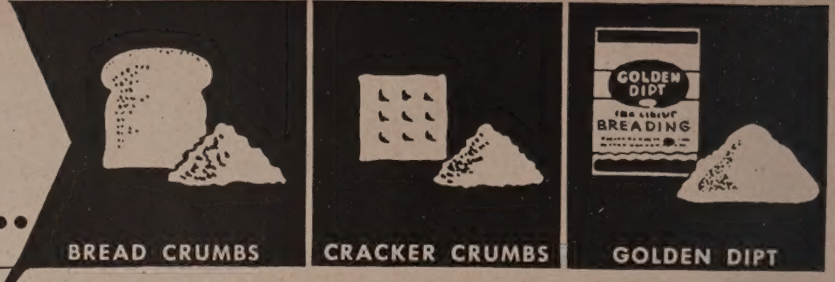
ALL BREADING LOOKS ALIKE AT THE START...



But only GOLDEN DIPT®

READY-MIXED BREADING

Gives You the Perfect Finish!

NOTHING TO ADD • NOTHING TO MIX
THE EGGS AND MILK ARE IN IT
GOLDEN DIPT
The Original
READY-MIXED
BREADING
FOR DEEP FAT OR PAN FRYING FISH, SEAFOOD, CHICKEN, MEATS, FRITTERS, CROQUETTES
GOLDEN DIPT DIV.

NOTHING TO ADD · NOTHING TO MIX
THE EGGS AND MILK ARE IN IT!
GOLDEN DIPT
THE COMPLETE
BATTER-MIX
A WET DIP FOR USE WITH GOLDEN DIPT BREADING
FOR FRYING POULTRY, FISH and MEATS
GOLDEN DIPT DIV.

here's why...

ONLY Golden Dipt seals flavor in . . . grease out! This grease repellent factor is mighty important to the ultimate consumer. It means reorder after reorder!

ONLY Golden Dipt assures uniformity of your product . . . the eggs, milk and seasoning are already in Golden Dipt . . . it always covers foods with the same thickness of coating.

ONLY Golden Dipt contains the revolutionary ingredient, Mel-0x3, that prevents flavor deterioration during cold storage. Independent laboratory tests prove there is no loss of flavor in Golden Dipt pre-breaded frozen meat, fish and poultry even though it is held in storage for as long as twelve months.

ONLY Golden Dipt assures controlled cost . . . all necessary breading ingredients are in Golden Dipt. Your breading cost is definitely established since nothing else is needed.

GOLDEN DIPT DIVISION, MELETIO SEAFOOD COMPANY
6th and Franklin Avenue, St. Louis 1, Missouri

Please send me a free sample of

☐ Golden Dipt Ready-Mixed Breading
☐ Golden Dipt Batter Mix ☐ Golden Dipt Processor's Blend

Individual Name.....
Company Name.....
Address.....
City..... State.....

Send for your free sample today

ATTENTION: Only Golden Dipt offers processors a special formula individually developed to meet your own specific requirements as to grind and color of finished product. You can actually predetermine the exact shade of golden fried color your product will have when served!

GOLDEN DIPT DIV. Meletio Seafood Company St. Louis, Mo.
In Canada write, Golden Dipt, Como Trading Corp 443 St Francois Xavier, Montreal Canada

Distributed By:

MORRILL NELSON CO.
1248 Wholesale St.
Los Angeles, Calif.

PACIFIC NATIONAL FOODS, INC.
548 First Ave. South
Seattle, Wash.

WHEN you hear that kind of statement from fishermen on all coasts, it means something. And you will hear it—on the Great Lakes and the Gulf, the Atlantic and Pacific!

In this case Captain H. H. Odom, of Brownsville, Texas, skipper of the shrimp boat *Captain Wilson*, is talking. The engine is a Caterpillar D13000 Marine Diesel. "It has run steadily since October, 1952, with no trouble whatever," the captain reports. "Never misses a lick, 24 hours a day."

Another boat in the same fleet has a D13000 which has run 10 trouble-free years with only one overhaul! Such dependability and low maintenance costs are typical of Caterpillar Marine Engines. They're built to deliver their full rated horsepower at the propeller—not for just a few minutes but all day and every day.

Check and Compare

Talk to Cat Engine owners. You'll find them in every port on every coast. Get their honest opinion and check their records. Find out how many days' fishing they've lost because of engine trouble. Compare Caterpillar performance with that of any other make.

Then visit your Caterpillar Dealer. He's ready to *prove* to you that one of these rugged engines will cost you less in repairs and maintenance—give you more time for profitable fishing. He offers 12 engine sizes, up to 400 continuous HP, and he stands behind every one he sells with genuine parts and prompt dockside service. Call him today!

Caterpillar Tractor Co., San Leandro, Calif.; Peoria, Ill., U. S. A.

CATERPILLAR*

*Both Cat and Caterpillar are registered trademarks—®

SPECIFY CAT POWER FOR HIGH-PROFIT PERFORMANCE

Wherever you Fish —

Alaska — Puget Sound — Westport
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Whatever you Need!

ASK FOR IT BY NAME

MAST LIGHTS TO KEEL BOLTS — BILGE PUMPS TO SEINE FLOATS
OUR QUALITY PRODUCTS ARE STOCKED BY THE LEADING MARINE STORES IN EVERY PORT

BARBOUR'S
THE LINEN THREAD CO., INC.
NYLON AND LINEN GILL NETTING

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NETTING

CHAMPION SPARK PLUGS
MORE POWER MORE SPEED

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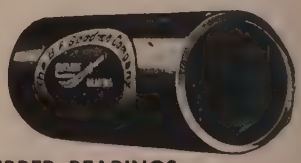
C-O-TWO

WOOLSEY MARINE PAINTS

THE SNOW-NABSTEDT GEAR CORP. REVERSE & REDUCTION S-N GEARS HAMDEN, CONN., U.S.A.

Universal 100% MARINE MOTORS


RUBBER BEARINGS

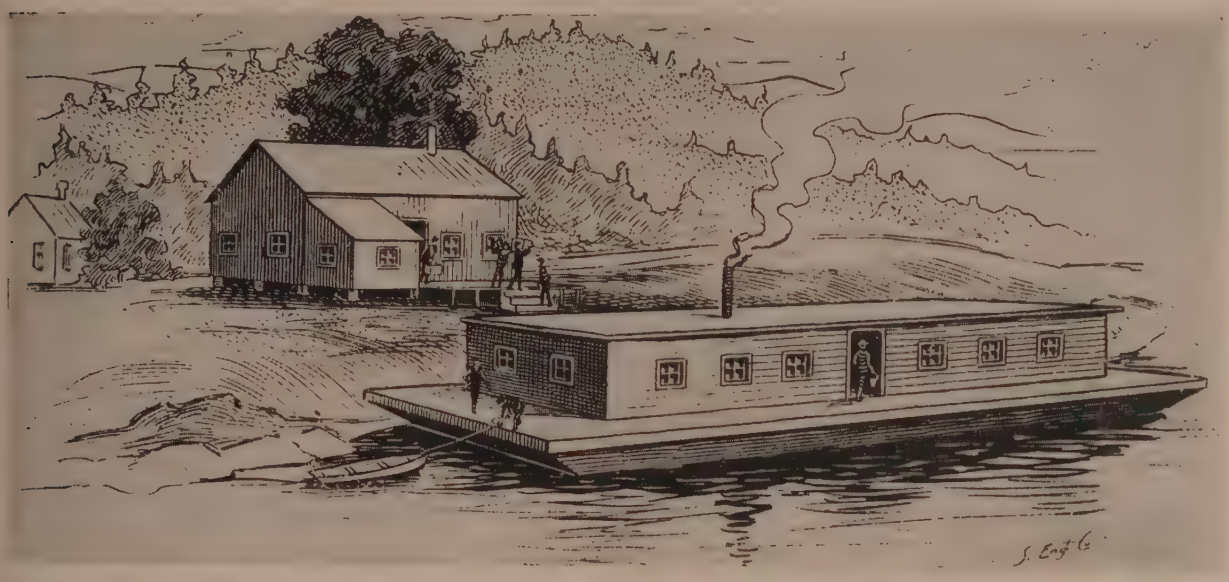
KEEPING AHEAD of the constantly changing requirements for vessel equipment, fishing gear and cannery supplies is a habit of 57 years standing with us!

PACIFIC MARINE SUPPLY CO.

Serving the Northwest and Alaska since 1897

1217-1223 WESTERN AVE., SEATTLE 1, WASH. MUTUAL 4848

PACIFIC FISHERMAN JUNE 1954



THE FIRST SALMON CANNERY—The Humes and Hapgood Plant on the Sacramento River in 1864. The sketch was made for Pacific Fisherman in 1903 under the personal supervision of G. W. Hume.

90 Years Ago This Spring—

SALMON CANNING began on the Sacramento River in 1864 when Humes and Hapgood applied their "Secret process".

Now, 90 years later, salmon still swim up the Sacramento, but the sovereign State of California says that you can them there no longer. You may fish for salmon, and sell and eat them, but you may not can them there, where salmon canning began.

On the Columbia May opened the canneries for the 88th consecutive year, and all along the coast they clatter into activity as the salmon come back from the sea.

If this be romancing, make the most of it; for who shall say that there is not romance, as well as risk, in fishing.

Salmon canning's 90th year is one of crisis. The runs are low and costs are high. Only half knowing what is wrong, man wrestles to reverse a downward trend manifest in many of the runs.

Some of this perhaps is cyclic, the result of natural factors beyond man's knowledge and control;

Some is over-fishing, of the most productive races at least; and

Perhaps underfishing of the least productive races has played a part as well.

Our knowledge of how to conserve the salmon has not kept pace with our knowledge of how and where to catch him;

And our administration of the resource has failed to use to full effect the facts that scientific research reveals.

Industry Faces Critical Year With Realism

Acknowledging crisis, all elements of the industry coped with the pre-season problems in an attitude of realism. Union agreements began to take form early, and as this was written adjustment of differences in advance of season openings seemed well within the range of hope.

Fish-price problems this year are of a different sort than ever before, with the Federal Trade Commission decree forbidding joint negotiations on the part of packers or fishermen, save on Bristol Bay. There alone the F.T.C. granted that the fishermen are employes and entitled to bargain collectively on price.

ALASKA SALMON CANNERY OPERATIONS — 1954

Following listing is preliminary, and gives active canneries and operations consolidated with them as matters stood at presstime of this issue. Canneries expected to be active this season are shown in boldface type. Indented names printed in lightface type are those of firms and operations consolidated with the boldfaced listings which they follow.

BRISTOL BAY

Alaska Packers Assn., Naknek
Pacific American Fisheries, Naknek

Red Salmon Co., Naknek
C.R.P.A., Naknek
Nakat Packing Corp., Nakeen
Peninsula Packers, floater

Libby, McNeill & Libby, Koggiung
Bristol Bay Pkg. Co., Peters. Pt.
Intercoastal Pkg. Co., Naknek
Peninsula Packers, floating

Pacific American Fisheries, Dillingham
Bristol Bay Pkg. Co., Dillingham
C.R.P.A., Combine Ck.
Libby, McNeill & Libby, Ekuk
Alaska Packers Assn., Clark Pt.

Alaska Packers Assn., Egegik
Libby, McNeill & Libby, Egegik

Egegik Packing Co., Egegik
Peninsula Packers, floating

Wingard Packing Co., Ugashik
Alaska Packers Assn., Pilot Pt.

WESTWARD ALASKA

P.A.F., Pt. Moller

P. E. Harris Co., False Pass
Peninsula Packers

Pacific American Fisheries, King Cove
P.A.F., Squaw Hbr.
Alaska Pacific Salmon, Sand Point

Alaska Packers Assn., Chignk
Chignik Fisheries, Chignik
P.A.F., Chignik

KODIAK

Kadiak Fisheries, Port Bailey
Kadiak Fisheries, Shearwater

Ouzinkie Packing Co., Ouzinkie

San Juan Fishing & Pkg. Co., Uganik

Alaska Packers Assn., Larsen Bay
Pacific American Fisheries

Parks Canning Co., Uyak

Pacific American Fisheries, Lazy Bay
Libby, McNeill & Libby, Moser Bay
Alaska Packers Assn.

Halferty & Co., Kodiak

Washington F. & O. Co., Pt. Williams

West Point Canning Co., Uganik

COOK INLET

Libby, McNeill & Libby, Kenai

Snug Harbor Pkg. Co., Snug Harbor
Pacific American Fisheries
Cook Inlet Pkg. Co., Seldovia

Alaska Year Round Canneries, Seldovia
General Fish Co., Anchorage

Fidalgo Island Pkg. Co., Port Graham

Emard Packing Co., Anchorage

Seldovia Bay Packing Co., Seldovia

Alaska Shell Fish Co., Seldovia

Kenai Packing Co., Kenai

COPPER RIVER, etc.

New English Fish Co., Orca
Halferty & Co., Cordova

Cooper River Cooperative, floating

M. G. Brown Co., floating

Western Fishermen, Inc., Cordova

Cordova Cold Storage Co., Cordova

SOUTHEAST ALASKA

Annette Islands Canning Co.
Hydaburg Co-op. Assn., Hydaburg

Excursion Inlet Pkg. Co., Excursion

Farwest Wrangell Co.

Fidalgo Island Pkg. Co., Ketchikan
Ketchikan Pkg. Co., Ketchikan

P. E. Harris Co., Hawk Inlet
Todd Packing Co., Todd

Independent Salmon Canneries, Ketchikan

Kayler-Dahl Fish Co., Petersburg

Libby, McNeill & Libby, George Inlet
P.A.F., Kasaan

Nakat Packing Corp., Sunny Point
Nakat Packing Corp., Hidden Inlet

Nakat Packing Corp., Waterfall
Libby, McNeill & Libby, Craig
New England Fish Co., Noyes I.

New England Fish Co., Chatham
Superior Pkg. Co., Tenakee
Pyramid Fisheries Co., Sitka
Hood Bay Salmon Co., Hood Bay

New England Fish Co., Ketchikan
*Libby, George Inlet
*Nakat Packing Corp., Sunny Pt.

Pacific American Fisheries, Petersburg
Libby, McNeill & Libby, Petersburg
Fidalgo I. Pkg. Co., Pillar Bay

Pelican Packing Co., Pelican
Icy Straits Salmon Co., Hoonah
Bellingham Canning Co., Yakutat

Wards Cove Pkg. Co., Wards Cove

Whiz Fish Products Co., Tyee
Keku Packing Co., Kake

Taku Fisheries, Juneau

Haines Packing Co., Letnikof Cove

Lutak Fish Co., Haines

Klawock Packers, Klawock
Klawock Oceanside Pkg. Co., Klawock
Oceanic Fisheries, Pt. Conclusion
Halferty & Co.

Woods & Ohmer, Petersburg

* Seine fish only.

Elsewhere the fishermen must:

a. Deal individually with individual packers as to the price of salmon; or

b. Organize bona fide cooperative marketing associations to represent members in the sale of their fish.

Moves were developing along both lines, with the time element presenting a problem for those districts where fishing opens first. Opinion generally was that fish pricing this year would be a varied and perhaps confused matter, and that no clear and comprehensive pattern could be expected to emerge in time to be fully applicable to 1954 fishing.

Legally, Alaska salmon fishing opened on the Copper River May 1; but apparently there was no activity until at least 10 days later.

This follows normal practice.

Conditions generally are not such as to permit operations with the actual opening there. Often as not there is an argument between operators, fishermen and cannery workers; and when there isn't the ice and weather conditions usually delay actual fishing for a week or more.

That was the case this year. All elements of the industry at presstime seemed to be in agreement and interested in getting as much as possible out of the season. However, natural and economic conditions combined to prevent the plants opening until the start of the second week in May.

To presstime for this issue reports were not such as to provide a basis for appraising the weight of the early catches.

Market Position Sound

Marketwise, the new season opens under favorable auspices.

The short pack of 1953, priced low from the beginning beside the high unit cost resulting from low volume, sold steadily from October, 1953, until stocks reached virtual exhaustion late this spring.

The movement induced by low price and low supply was stimulated further in the spring of 1954 by the industry-wide salmon promotion campaign, which distributors unanimously declare was effective beyond their hopes in winning a place for canned salmon in Mrs. America's shopping cart.

"Fair — Only Fair —"

Thus early fishing was reported on the Columbia as May opened the 88th season since salmon canning was started on the great river in 1866. Results compared closely with the 1953 opening, a little better if anything.

Best catches were made well upstream, indicating that the bulk of the run had passed over Bonneville in April—as confirmed by the strong counts at the fish ladders. This was also taken to mean that for the balance of the May season the catch would be limited to the regular increment from the ocean.

In other words, no accumulated body of fish was to be expected—just fresh-run, first quality, prime Chinooks with the silver of the sea on them.

Prices Variable, Close To Last Year's Level

With Columbia River prices no longer subject to negotiation between packers and fishermen, it was difficult at presstime to get a clear-cut report of the cost of fish to the canners.

Basic price generally offered was 27c per lb., but this was subject to many variables, depending upon the obligation of the fisherman to the packer; whether the fish was sold for the fresh market or for canning; whether the delivery was made "at the bank" (of the river, that is) or at cannery receiving station.

Certain at least, the price was 27c "or better"—which puts it just about on the same basis as in 1953.

Mid-Season Closures

In an effort to re-build the sadly-depleted center section of the Columbia River run, the portion which originally was biggest because it was composed of the best fish—according to the modern biologist's findings—the Oregon and Washington fishery authorities this year set the end of the first season for May 27, when fishing closes. Below the dam it re-opens June 25, continuing until July 15, with subsequent closure until July 29, when it will re-open until Aug. 26.

Above Celilo summer fishing stars July 9 and runs until July 31, closing then until Aug. 14, when it re-opens until the general closure Aug. 26.

Fall season opens Sept. 10, continuing until Dec. 1.

Each of these closures has a purpose, to provide spawning escapement for specialized runs which have shown marked impairment.

Of recent years the August run has been extremely disappointing, where previously it had "made" the season. The July-August closure is designed to allow escapement of spawners whose progeny in future years should be the mainstay of the early August fishery, when the Chinooks are still in prime condition.

Fishing Above Bonneville

A feature of the 1954 regulations on the Columbia was the opening of the river to gillnetting above Bonneville. This liberalization apparently traces to the condition which arose in some previous seasons as result of Indian fishing under the special exemptions provided by Federal treaties. This spring the fishery above Bonneville was shared by whites and Indians alike, instead of being reserved for the Indians.

Another year, probably two, will see the end of the Celilo Indian fishery as the rising dam at The Dalles will flood the vantage points from which the dipnetters work.

It is expected also that passage of the salmon over Celilo Falls this spring will be facilitated by an arrangement with the Corps of Engineers by which they will release water from that structure at the recommendation of the biologists in order to provide optimum conditions for the salmon to pass Celilo.

Cannery Strike Avoided

Threat of a cannery strike on the Columbia River petered-out early in May when the cannery workers union voted to accept a compromise proposal, the principal effect of which was to reduce the work to 40 hours, Monday through Friday, and to raise wage rates 5c per hr. across the board. Work on Saturday will command time-and-a-half. Union members said they were not so much interested in the additional earnings as in forcing the discontinuance of Saturday operations in the canneries.

Kayler-Dahl Launching New Plant at Seattle

Kayler-Dahl Fish Co. is building Seattle's newest fish packing plant on Pier 57, on central Elliott Bay waterfront, which it leased late this spring from the Milwaukee Railroad.

General plan for the project, as revealed to **Pacific Fisherman** at presstime by Chris Dahl, partner in the company, calls for equipping the pier as an integrated fish-packing and distribution plant which will tie together the company's far-scattered activities.

The pier will be equipped as a thoroughly modern fish plant, with technologically-advanced fish freezing and storage facilities; with a compact but versatile cannery; and with full facilities for handling the storage, packing and shipment of fresh, frozen, canned and cured fish.

The Kayler-Dahl Fish Co., in which Dean Kayler and Chris Dahl are partners, grew from beginnings at Petersburg, Alaska, where it has a plant somewhat similar to that building in Seattle. It has interests also in Juneau; and this spring **Pacific Fisherman** announced that the partners had acquired a 75-year lease to Palmyra Island, about 1,000 miles south and a little west of the Hawaiian Islands. At time of writing Mr. Kayler was in Honolulu in connection with the dispatch of two fishing vessels to Palmyra Island to undertake the long-lining for tuna in the Line Islands area from the Palmyra base.

Mr. Dahl said it was quite possible that the Seattle plant would play a part in the Palmyra development, and that it could handle the canning or distribution of Line Islands fish frozen and transported to the mainland by refrigerated carrier, one of which the company already possesses in the famous schooner **Commonwealfh.**

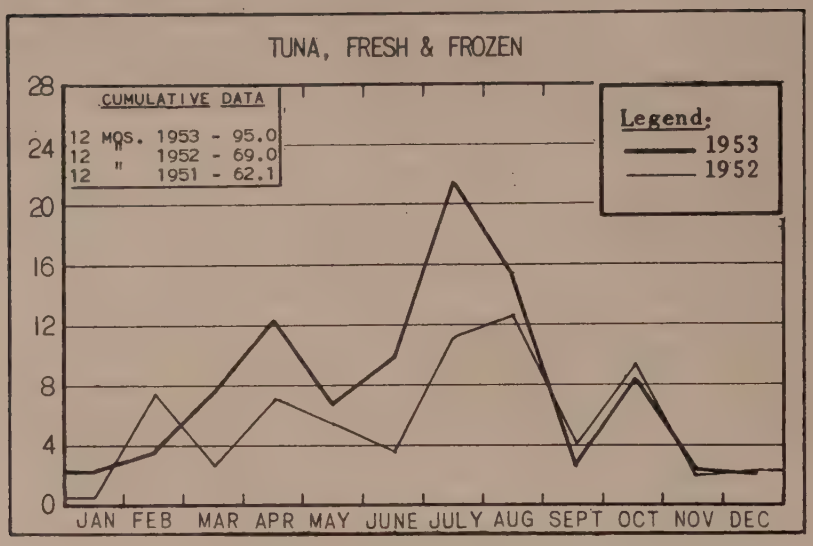
The Seattle plant, which will be ready for operation by late summer or early fall, also will put Kayler-Dahl into the Puget Sound salmon canning field; and will provide facilities for the further expansion of the fresh, frozen and cured fish business in which it has recently been engaging actively at Seattle as well as at Petersburg.

Harms Joins Meredith

Charlie Harms, formerly with Producers Trading Co., San Francisco, and well known in the northern California fish industry, has been appointed manager of the Meredith Fisheries branch at Bodega Bay, according to Lloyd Turnacliff, manager, Meredith Fisheries Co., Sacramento.

Mr. Turnacliff said that at Bodega Bay the company developed Ocean Beauty Brand of sea food cocktails and breaded fish sticks.

IMPORTS OF TUNA



How High Will Tuna Go?

600,000-Case Rise for Half-Year is Forecast

For the first half of 1954, California's tuna pack will be around 600,000 cases ahead of the first six months of 1953. This estimate is based on unofficial figures as of May 1, current fishing conditions below the international border, number of vessels out and expected to report before July 1, and probable imports of raw tuna.

By June 30 California waterfronters estimate arrivals of raw material from all sources will reach 87,000 tons, as against 72,000 tons for the like period last year. Pack for six months in 1953 was slightly over 3,000,000 cases. To July 1 this year a predicted 3,700,000 cases will be canned.

It should be remembered that, during the first half of 1953, the domestic fleets operating in the tropical waters offshore from Central and South America faced abnormally poor fishing, which did not improve until after mid-summer.

As of May 1, Yellowfin was ahead some 3,500 tons. Skipjack increased over 1953 by nearly 8,500 tons. Bluefin showed a gain from last year's 19 tons to 422 tons. Imports of Japanese Albacore were down 2,500 tons.

Unofficial totals to May 1 were: 1953, 40,661 tons; 1954, 50,775 tons. The comparison between the pack: 1953, 1,813,492 cases; 1954, 2,244,000 cases, favoring this year to that date by better than 400,000 tons.

Clippers Doing Well, Seines Yield Poorly

Fishing conditions generally were good for the live bait fleets; poor for the purse seining, the latter having a tough time trying to put two good seasons together. To June 1, the fleet of purse seiners operating off Central America had brought to port around 5,500 tons, nearly 1,000 tons less than last year.

By the above date, fishing conditions for the "local" fleets operating offshore from Mexico were much improved, at least for the tuna clippers; a fleet of two score or more net vessels were hoping some of the luck would come their way.

A small flurry of Bluefin during the early part of May sent over 100 tons to port, bringing that total to better than 500 tons for the season. This made about the only bright spot in the seiners' picture. Some half a dozen large seiners were fishing below the equator, and had met with fair success.

Three seiners left for "stay-below" fishing for Star-Kist Foods at Iquique, Chili, where this cannery recently purchased a large freezer and small canning plant. Expected to be gone about a year the seiners were: "Oakland," Jack Borcich; "Virginia II," Andrew Tipich; "Excellent," Paul and John Mardesich.

Star-Kist Enters Peruvian Tuna Industry

An important announcement regarding the entry of a Southern California tuna canner in the Peruvian tuna industry was made as this issue of PF went to press. Nick Trutanic, production manager for the Star-Kist Foods Inc. enterprises, announced that his firm had purchased, in connection with Peruvian interests, the tuna cannery at Chimbote, Peru, which is located north of Lima.

The cannery is known as Coischco Packing Co. and is now canning bonito. At the present time, Star-Kist officials plan to continue the bonito packing and do not plan to send immediately to the port any Southern California fishing boats.

Mr. Trutanic also announced that Geo. H. Clark has been sent to Peru to manage the newly acquired cannery operation. Mr. Clark recently joined the research and quality control staff of Star-Kist Foods Inc.

C.R.P.A. 1954 Profit Well Above Average

The Columbia River Packers Association, Inc., marked up a net profit after taxes of $517,265 in 1953, registering a sharp gain over the $371,283 average profit shown by the five preceding years.

The 1953 figure given is before a special credit of $93,261, and compares with net profit of $338,497 in 1952.

Volume of business in 1953 was $14,368,416, highest in the company's 55-year history, T. F. Sandoz, president, reported to stockholders.

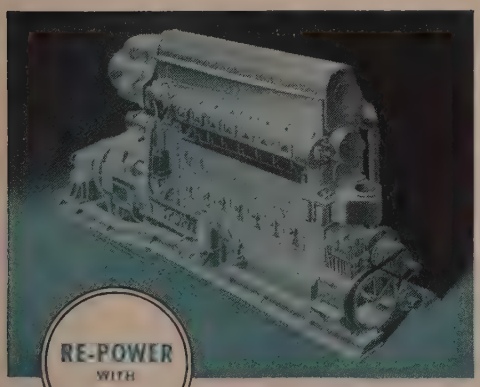
Principal item packed was canned tuna, with a value of $7,276,644. Alaska canned salmon pack was valued at $1,402,807; Puget Sound canned salmon at $1,539,946; Columbia River canned salmon, $2,245,223; canned crab, $36,806; fresh and frozen fish and shellfish, $549,665.

Mr. Sandoz noted that the company's sales for the first quarter of 1954 ran $1,200,000 ahead of those for the similar period of 1953; while "Bumble Bee" tuna production in the first quarter-year was about 30% over the year before.

Pan-Pacific Adds To Tuna Facilities

Pan-Pacific Fisheries Inc., Terminal Island, recently purchased the P & L continuous exhaust box from the defunct Terminal Island Sea Foods, Ltd., and will install it as an adjunct to the present sardine and mackerel cannery.

He's spending more time at sea... that's why



Model 38F Marine O-P Diesel for the 225 to 750 horsepower class.

"He's spending more time at sea, that's why we see him less these days . . . and all because of something called Re-Powered with O-P."

Yes, there is a lot of talk on shore these days about those boats that have been re-powered with the newest in marine diesel power —the Fairbanks-Morse Opposed-Piston engine in the 225 to 750 horsepower class.

For this engine was specifically designed for putting more power, more speed and more performance in your engine space when you re-power. How? This engine is a *completely* packaged marine unit with all accessories . . . lube oil cooler, filters, pumps, heat exchanger and attendant piping engine mounted. Add to this the inherent compact design of the O-P engine that is 20% less in length and width . . . weighs about 20 pounds per horsepower . . . and you see why the new Model 38F offers you more power, more speed, more performance—in less space than with any other diesel engine.

There are more facts on the 38F that will be of great interest to you—low maintenance, reliability and economy. Call your nearby Fairbanks-Morse Marine Specialist—you'll be glad you did when *you* start spending more time at sea. Fairbanks, Morse & Co., Chicago 5, Illinois.

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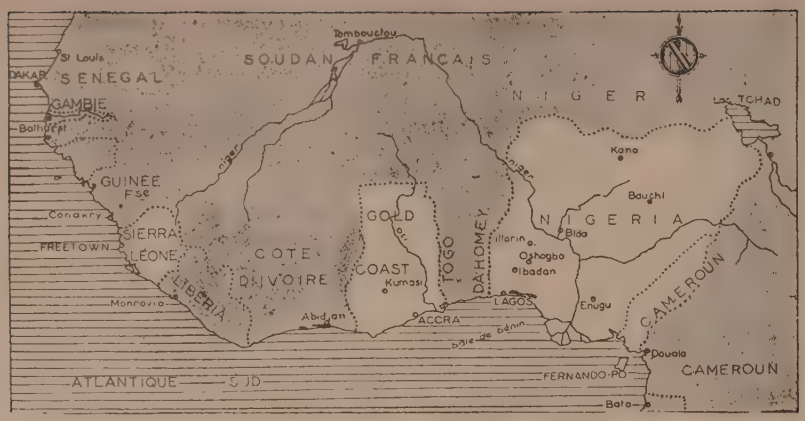

This map, reproduced from the French fisheries journal "La Peche Maritime," shows the coast of French West Africa and other states where tuna fisheries have been prospected for some years, and which are now attracting the attention of some American enterprisers.

African Tuna Fisheries Lure American Ventures

Lure of the Atlantic tuna fisheries took the life of **Hortensia Bertin** this spring when the 103′ tuna clipper capsized and sank about 60 miles off Cristobal, C.Z., as she was en route to the Canary Islands to undertake a production-scale tuna fishery with her fleetmate **Yolande Bertin.**

All of the people aboard the **Hortensia** were rescued by the **Yolande,** the two vessels travelling in company.

The two vessels were owned by Capt. O. E. Bertin of Santa Monica. Built by the Tacoma Boat Building Co. in 1949, they have been under Panamanian registry since commissioning.

When she was lost, **Hortensia** was manned by a French crew which had been flown from France to take her to the Canaries for tuna fishing.

Atlantic Tuna Prospects Attract American Interest

Loss of the **Hortensia Bertin** spotlights current interest of American tuna enterprisers in the development of fisheries believed to exist along the coast of West Africa, and on the under side of the big African Bulge from Liberia to the Niger.

Captain Bertin, himself French, obviously was en route to those fisheries when disaster overtook one of his vessels.

Another American tuna fishing venture in this general area is known to be in the process of development by the Petrich interests, who are understood to be preparing to send at least two vessels of their fleet to the Azores for tuna fishing there and further south.

Other American tuna interests of the most substantial sort are known to be taking a keen interest in the tuna potential of the seas along the coast of Africa, and are believed to have exploratory programs under process of development.

French Report Substantial African Tuna Resource

E. Postel, writing in a recent issue of "La Peche Maritime", a French industrial journal of the fisheries, discloses the fact that successful explorations have been made from a number of ports along the coast of French West Africa. He lists **Dakota, Kergadic, Karet, Emeraude** and **Perle de l'Aube** as having engaged successfully in tuna explorations. The first three-named are believed to have pioneered the fishery, working out of the port of Conakry.

He lists Yellowfin, Skipjack, Little Tuna, and Bonito among the species taken. In addition, he reports populations of other "tuna-like fishes" not familiar in the fisheries of the Western Hemisphere.

He says that in the vicinity of Cape Verde the time of appearance and disappearance of the several principal tunas has been quite well established.

For example, Skipjack and Little Tuna are taken there throughout the year. Bonito and some other "tuna-like" species are found from December to May.

Yellowfin are found during the summer months on the surface, but recent discoveries indicate that they may inhabit lower depths throughout much of the year.

He says also that canneries in the Cape Verde Islands are able to operate from May to November on tuna caught in local waters; and that at the Canary Islands from 2,000 to 3,000 tons of Albacore are taken annually from July to October.

A. R. Brueger Eases Up; Heaton Joins Farwest

Under his doctor's orders, A. R. Brueger in May was obliged to abstain from active participation in the operation of the Farwest Wrangell Co., and resigned as president, although still retaining his ownership in the company. He is succeeded as president by Sam Rubinstein, while Harold Heaton becomes vice president in charge of operations. All other personnel remains the same.

Mr. Brueger has been identified intimately for many years with the Wrangell area of Alaska and the development of its fisheries. Known throughout Southeast Alaska as "Rudy" Brueger, he came up the hard way through hard work. After early discouragements, he established the A. R. B. Packing Co. with a mild curing operation at Cape Pole in 1932 or 1933—which you may remember was a rather difficult time in which to make a start.

From there he built steadily, and later rapidly, in the cured, frozen and canned fish business. Although his interests came to center largely in canning, they continue to be a factor of importance in mild curing and, through the Wrangell Cold Storage Co., in frozen fish operations.

Mr. Heaton has been connected with Libby, McNeill & Libby salmon department for a number of years, first in the field of product development and then as plant superintendent. Before joining the Libby organization, he was associated with the Columbia River Packers Association, originally as technologist, and later as superintendent of its Elmore cannery at Astoria.

Marquesas Yield Bait To POFI Researchers

Cruise of the POFI research vessel **Charles H. Gilbert** through the Marquesas and Tuamotu islands produced an abundance of bait fish in all bays and sheltered beach areas tested in the Marquesas, but the Tuamotus were almost void of bait.

Conclusion of the researchers was that the Marquesas might well support a bait fishery for tuna, but that the Tuamotus would be a risky proposition.

The **Gilbert** did considerable longlining near the Equator, with fair results in Yellowfin. At one station a phenomenal catch of Bigeye tuna was made, at the rate of 25 fish per 100 hooks.

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Take two pieces of netting. Both may look exactly alike. But when each is tested by a huge fish load, one might rip or fray without warning.

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What does this mean to you? It means that you get full strength from every fibre, from every mesh. It means that your Adams' net lasts longer, gives you more profit per dollar. So make your next netting order, Adams' Best.

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Recent aerial view of the cannery and freezing plant of Pesquera Iquique at Iquique, Chile, in which Star-Kist Foods, Inc., recently purchased the controlling interest.

Star-Kist's Chilean Venture Currently is Packing Bonito

Further details on the Chilean cannery and freezing plant, Pesquera Iquique, by Star-Kist Foods Inc., Terminal Island and San Diego, disclosed to **Pacific Fisherman** by Nick Trutanic, production manager for the Star-Kist's many enterprises, shows the cannery is currently packing bonito delivered by native boats at Uquique.

The facilities for freezing swordfish are not now being utilized, according to Mr. Trutanic, and Star-Kist has no immediate plans for developing this fishery by an enlarged fleet or exportation facilities. Cans used in packing fish are made locally, says Mr. Trutanic.

When the Iquique freezing plant was built in 1948, it represented an investment of $400,000 U.S. gold, exclusive of dock and adjoining cannery.

The refrigeration plant has sharp freezer capacity for 50 tons of fish. It can store at low temperature 1,000 tons of frozen fish, make 10 tons of crushed ice daily, and cool 80 tons of sardines.

Primarily the Iquique plant was designed to do three things: sharp-freeze tuna and bonito for reefer shipment to the United States or holding for canning; freezing Broadbill swordfish for export; and to hold and brine sardines for packing.

There have been indications that Chilean waters show the presence of commercial quantities of Yellowfin and bonito of high quality and light color. South of Iquique there is a yearly run of Albacore.

At the plant swordfish can be frozen at the rate of 15 tons daily in an air-blast freezer.

The tuna-handling system is patterned after the modern all-brine tuna system. Fish are frozen in 12 steel wells, holding 20 tons of tuna each. Wells are lined on the inside with ammonia pipes to assist in cooling the brine in which the fish is immersed.

Tuna can be stored dry until a sufficient quantity has been accumulated for shipment to the United States, or processed in the adjacent cannery. The canning machinery is now designed to pack ¼s, ½s and 1-lb.

Star-Kist currently is outfitting four fishing vessels to operate permanently from Iquique. They are: **Oakland, Excellent,** and **Virginia IV,** which will be equipped as purse seiners; and **Star-Kist,** which will be equipped for live-bait fishing. The three seiners will be concerned primarily with Yellowfin and Skipjack. While the **Star-Kist** will be able to take those species also, she may devote her attention largely to Albacore.

Production of these vessels is expected to be canned primarily for the local Chilean trade, with only the surplus frozen for shipment to the Star-Kist canneries at San Diego or Terminal Island.

The cannery at Iquique will continue to can bonito and fish from the local Chilean fleet, of course. Eventually production facilities there will be expanded, probably to include can-making.

Crew of the four vessels to be sent south by Star-Kist will be composed of Chileans.

Chilean fishermen carrying their catch of Albacore ashore through the light surf from the outboard-powered fishing boat in the right middle distance. Another fishing boat, top center, approaches the landing.

Our tailor-made fish-can service is where you can put your finger on it

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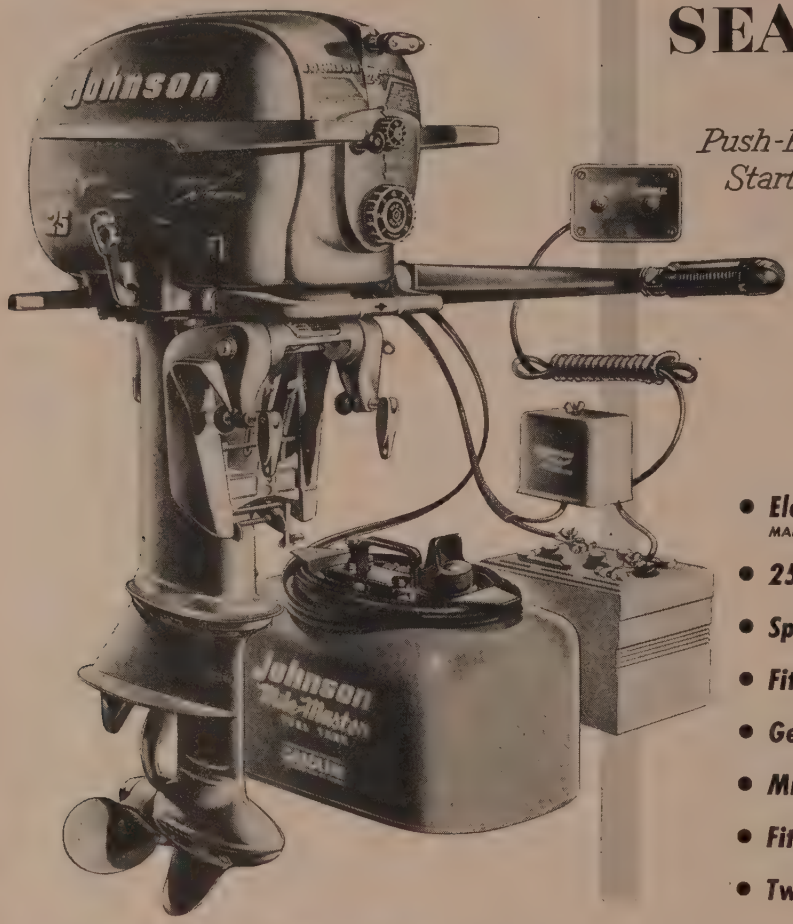
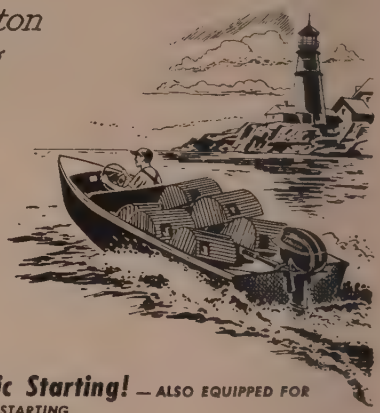


Push-Button Starting



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PACIFIC Fisherman's NEWS

JUNE 1954

Where are the High Seas In U.S. Policy?

CONCEIVED by the tuna industry of Southern California, an energetic movement to develop an all-industry policy with respect to territorial waters and the high seas was carried to the four corners of the country in the month of May.

A secondary project in sequence, primary in importance, seeks to provide a clear, legal basis in United States law for this country's concept of the high seas, and the rights of fishermen thereon.

The entire enterprise emerged from its formative phase in Southern California in the hands of a two-man team composed of Dr. W. M. Chapman, director of research of the American Tunaboat Association; and John Real, general manager of the Fishermen's Cooperative Association of San Pedro. These two associations of owners of tuna boats — clippers and purse seiners respectively — are broadly representative of the tuna producers.

The team first swung north to Seattle to discuss the enterprise with representatives of the salmon, halibut and trawling industry; and then turned east to Cleveland, Ohio, where it met with marshalled representatives of the New England fisheries and the Gulf of Mexico shrimp fisheries at the National Fisheries Institute convention.

These meetings brought out the thinking of the fisheries of the four corners of the United States, broadly representative of four varied elements of the industry, with varying points of view. They were generally encouraging to the enterprise, although not issuing in definite commitment to "buy" the whole program as presented without further thoughtful examination and testing.

"Triggered" in large part by the recent action of the Organization of American States, meeting in Caracas, Venezuela, in calling for a 1955 conference to study the matter of widths of territorial waters and seaward extension of national sovereignties, the undertaking designed to crystallize and implement American policy with respect to the high seas has two phases, mentioned briefly above.

And What are the Rights Of Ocean Fishermen?

In more detail, the first aspect of the program may be phrased thus:

All-Industry Policy

The United States fishing industry should agree forthwith upon a policy which is compatible with general policy of the United States government, and which can be adopted and pushed by American representatives in international forums.

Such policy should contain the following elements:

1. A clear definition of territorial waters and of high seas.

2. Narrow width of territorial waters.

3. Provisions protecting international treaties now in existence; providing for abstention, under treaty, from fisheries under conditions identical with those set-up in the International North Pacific Fisheries treaty; and providing for exceptions in special cases by treaty.

4. Protection of high seas fishermen of the United States in their legal operations under United States law through indemnification for damages suffered through actions of a foreign government while they were legally so operating.

Supplementing the all-industry policy proposal, the tuna industry's discussion presented by Dr. Chapman and Mr. Real offers also a second aspect, this making actual suggestion for national legislation designed to implement the policy and

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Monterey Figure Passes

Death took a well known figure in the Monterey fish business last month—H. A. Haake, 71.

For many years Mr. Haake was a bookkeeper at Hovden Food Products Corp., and had been a resident of Monterey since 1932 until last year when he moved to his summer home on the Russian River.

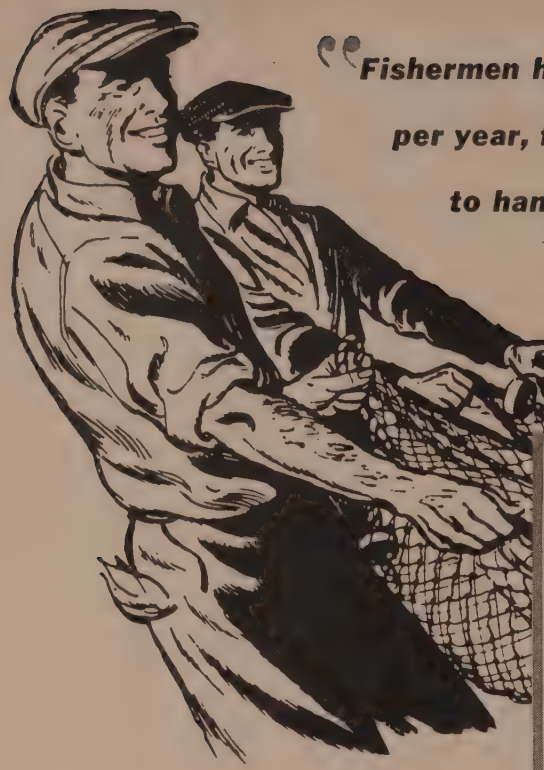
Russians Are Bargaining For Tuna Clippers

Barter deal looking to the construction of a number of vessels, including five tuna boats of 330 tons each, is reported in process of negotiation between an unrecognized Soviet mission in Japan and a Japanese boat building company.

Andrew Stromsness Dies

Andrew Stromsness, 66, a veteran Bristol Bay gillnet fisherman, who first went to The Bay aboard the sailing ship **St. Nicholas** in 1911, died in Astoria about the first of May.

All told, he had fished on Bristol Bay 37 seasons, 20 of them for the Columbia River Packers Association and 17 for Libby, McNeill & Libby.



"Fishermen have found that they need fewer sets of nets per year, fewer replacements, that the nets are easier to handle and the gear needed is lighter...yet the number of fish caught per net is greater."

Excerpt from a report on NYLOCK from the "Monthly Review" of the Federal Reserve Bank of Boston.

Monthly Review
FEDERAL RESERVE BANK OF BOSTON

The Impact of

Science in the Fishing Industry

by DANIEL P. NORMAN

Fishermen are continually modifying minor details of mesh size and structure of their nets, but the materials from which the nets are made — cotton, linen, and other vegetable fibers — have remained essentially unchanged since Pharaonic days. It remained for a New England textile firm to develop a process for adapting new man-made fibers for fish nets. The chemical industry had a major share in this development since it was responsible for the production of the basic fibers and the resins which are used to make them suitable for the fisheries use. Yet it took textile know-how to combine these chemical products with the necessary physical processes to produce new fibers which are not only suitable for use in fish nets but are also far superior in many respects to conventional fibers used for this purpose.

The first man-made fibers, the rayons, were unsuited for use as fish nets because their tensile strength, particularly when wet, was much lower than that of the natural fibers. As early as 1939, less than a year after nylon was in commercial production, Gloucester fishermen experimented with nylon nets. Wartime allocations removed nylon from the market, and fishing experiments were suspended until 1945. From 1945 to 1949 nylon in many forms was tried in fishing nets. These trials all showed that nylon, despite its advantages of rot resistance, low weight, and durability, was not suitable as a net material because the net knots would open up with even slight flexing of the net, letting the fish escape. A second fault was that repairs to broken meshes were difficult because the nylon twine frayed into strands at broken or cut ends. Furthermore, rusted metal attacked the nylon chemically, so that the fibers disintegrated rapidly whenever they came in contact with rusted metal fittings on winches, trawl doors, and the like. In attempts to overcome these drawbacks, nylon was twisted into every possible type of twine, and scores of experimental nets were sold and given to fishermen for test purposes, but they were unsuccessful.

In 1948 a New England corporation made a scientific study of the net problem and came up with a process which eliminated nylon's faults while retaining all its virtues. This specially treated and processed nylon is sold under the trade name of Nylock; the other new man-made fibers are similarly processed and treated for use in nets, and are sold under the corresponding trade names of Dulock (for Dacron), Orlock (for Orlon), etc.

The "lock" process consists of applying a resin to the synthetic fiber, stretching the fiber to the point where its residual stretch or elongation is the optimum required for fishing nets, and setting the resin with heat so that it holds the fiber at the desired stretch. The applied resin coating therefore performs the dual function of providing an anti-slip friction coating which enables the fibers to retain knots, and holding the fibers at the proper tension so that they have just the desired degree of stretch and strength. It also minimizes fraying and prevents the destructive action of iron rust.

The fish net industry does upwards of $60 million worth of business per year. A large proportion of the nets are manufactured by a few large, vertically integrated firms. That is to say, these firms are organized to process raw vegetable fibers into finished threads, which, in turn, they make into finished twine and nets. These manufacturers consequently were not enthusiastic about making Nylock nets because it meant cutting back operations in their thread spinning departments and obtaining the processed nylon from an outside supplier.

Gill net fishermen have been so insistent on getting Nylock nets, however, that manufacturers have increased production to meet the growing demand for these nets. Today, fishing boats on the Great Lakes use them almost exclusively.

Nylock gill nets have many specific advantages over those made from natural fibers. Fishermen have found that they need fewer sets of nets per year, fewer replacements and that the nets are easier to handle and the gear needed is lighter. Yet the number of fish caught per net is greater. One further advantage of the Nylock nets over other nets is that the resin treatment of the nylon fibers smooths and cements down the fuzz on the surface of the fibers, thus leaving less area of surface on which phosphorescent organisms may settle. This is an important feature, because on occasion so much phosphorescence gathers on conventional nets that they appear to be on fire, and the fish avoid them easily. This same absence of fuzz may also account, in part, for the greater number of fish caught in Nylock nets. Apparently many fish can sense fuzzy fibers in time to back water and escape the meshes of the net; in the absence of fuzz, the fish are caught and held by the net before they can retreat.

Nylock is not restricted to use in gill netting. The first complete, all-Nylock, trawl net is now being towed by a small dragger out of Point Judith, Rhode Island. A trawl net is a big bag net towed along the ocean floor and kept open by a pair of nine-foot wooden "kites" or "trawl doors." The weight and water resistance of a complete trawl is so great that a dragger cannot detect the difference in the power requirement of towing an empty net or one full of fish. Nylock is therefore of value not only because of its intrinsically low weight, but because its cross section, and hence water resistance, is much less than that of vegetable fibers of equal strength. The Point Judith dragger, for example, reports that her maximum tow was formerly a 35-foot cotton trawl. She is now successfully towing a 60-foot Nylock trawl, thereby increasing her fish-catching ability.

The above article was written by Dr. Norman through a research grant from The Federal Reserve Bank of Boston

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to give American doctrine with respect to the high seas an actual basis in United States law.

The bill proposed fundamentally would do this:

1. Define the high seas as all the sea not included within the territorial waters of a sovereign government.

2. Define the territorial waters of the United States, and of other countries, as a belt three miles in width, with certain generally accepted exceptions and elaborations.

3. Provide that U.S. fishing vessels molested while operating legally on the high seas, as defined by the act, shall be indemnified by the United States.

4. Provide method for determining the innocence of such a vessel and its qualification for indemnity.

Accumulation of Problems

Before entering into further development of the attitude of the industry toward the proposals, it should be emphasized here that the entire proposal has built-up as result of a gradually accumulating problem, and not alone due to the action of the Caracas conference.

Through the years, American fishermen, operating legally on the high seas as defined by American policy (but not expressed in law) have experienced difficulties with the authorities of friendly nations which have different concepts.

These accumulating incidents and perplexities, plus the stimulus of the Caracas action, provided the leverage which set the tunamen's all-fisheries enterprise in motion.

The Eisenhower Letter

That the enterprise is undertaken with encouragement on the highest level is evidenced by the quotation from a letter written by President Eisenhower to Senator Saltonstall, quoted on this page.

The same letter contains this statement, which may be taken to show further administrative acceptance of the importance of the enterprise which the fishing industry is entering:

"The position of the United States with respect to the limit of territorial waters and consequent exclusive fishing rights therein has a vital effect on the position of this government with respect to claims to exclusive fishing rights by other countries."

Initial Reactions Within Fish Industry Generally

Although the tunamen's all-industry proposal met with something less than unanimous support in all respects, it generally was accepted as representing a desirable objective, requiring further study, but a forthright presentation of something worthy of the most thoughtful consideration of the whole industry.

At Seattle the reaction was relatively favorable, but the salmon industry in particular wanted further opportunity to draw-up provisos of policy and proposed legislation which would reinforce the doctrine of special interest in coastal fisheries under scientific study, control for conservation and maximum sustained yield utilization—the doctrine enunciated in the Tripartite Treaty with Japan and Canada.

The Pacific Northwest high seas fishing industry also wanted to study further the provisions by which existing treaties would be safe-guarded and the concepts upon which they were founded reinforced.

The Atlantic Attitude

Attitude of the shrimp industry and the New England fisheries, as evidenced at the N.F.I. convention was generally favorable to the entire proposal. However, the resolution passed by the institute modified the program offered by the tunamen to a slight extent. It did not seek to commit the entire fishing industry of the United States to the program, but urged "that the United States pursue a policy with respect to the principle of the freedom of the seas and high seas fishery jurisdiction which shall contain the following indispensable elements", which are identical with those set-forth in the proposal for an all-industry policy.

> "It will continue to be the policy of the United States to assert the right of its nationals to engage in fishing on the high seas outside the three-mile limit for territorial waters"–Dwight D. Eisenhower.
>
> (Letter to Senator Saltonstall, Oct. 30, 1953.)

The N.F.I. resolution does not support specific legislation, but leaves the way open for industry amendment in harmony with the general policy, as the various industrial elements may feel necessary upon further study.

Language of the N.F.I. resolution, which may be taken as expressive of the attitude of the Shrimp and North Atlantic industries, was such as to "urge the immediate introduction and passage of legislation by Congress which would provide for protection of United States fishermen while exercising United States rights on the high seas".

The Legislative Program

It will be noted that the resolution calls for the "immediate" introduction of legislation. Here is a point upon which there is some divergence.

Some within the industry feel that, with Congress due to adjourn by August, it would be futile and foolish to offer a bill in haste, as it would have little chance of passage in the few weeks remaining. They are inclined to feel that the policy should be evolved and the bill drawn by consultations over the next several months and introduced in the new Congress early in 1955.

Immediate action is advised by another group of thinkers, however, in the belief that vigorous action could produce a substantial vote in favor of such a bill—even though it might not be possible to pass it at this time; and that such a vote though unsuccessful would provide desirable leverage upon administrative offers in enforcing effectively the Eisenhower Doctrine for High Seas Fisheries as enunciated in the letter to Senator Saltonstall.

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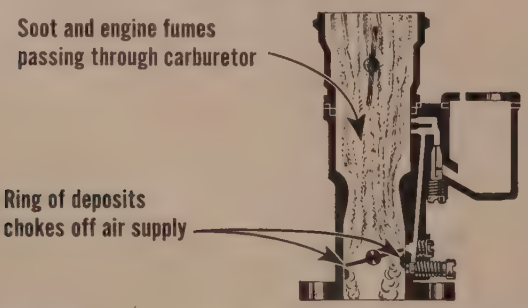

Tiny bits of soot and gum in the air of the engine compartment are drawn into the carburetor through the air silencer. They gradually build up deposits that cause rough idling, gas waste, loss of power, and stalling at low speeds. Then the carburetor needs to be repaired or adjusted.

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Bits from the Bay

Al Spadaro, San Francisco, has equipped his **Santa Anna** with a new Raytheon Fathometer with a remote unit; and Jo. Balestrieri, skipper of the **B. Phyllis,** installed a Model DE116 Raytheon Fathometer. Both instruments were purchased from and installed by Cal-Marine Radiophone Co., Fishermen's Wharf, San Francisco.

* * *

Alex Oswald, brother of Leo and Charlie Oswald, Oswald Machine Works, Fishermen's Wharf, San Francisco, has purchased the hook-and-line boat **M. S. Pozzallo** from Mrs. John Ferrara, whose husband died of a heart attack some months ago, after being stricken aboard the boat.

* * *

Frank Gandolfo, well known San Francisco fisherman, has repowered his salmon troller **Vivian** with a new Chrysler Crown with 3:17-1 reduction gears, purchased from and installed by Boicelli & Boss, Fishermen's Wharf, San Francisco.

* * *

Chris Hansen, San Francisco, skipper of the crab, salmon, and rock cod boat **Florinda,** has had the craft equipped with a Wood Freeman automatic pilot, purchased from and installed by Shore Line Diesel Maintenance Co., Fishermen's Wharf, San Francisco.

Shore Line also put in new steering apparatus, and a new generator set.

* * *

George Muskovita, San Pedro, has purchased the Monterey purse seiner **New Hope,** formerly owned by **Sal Ventigmiglia.** George is converting the craft to a dragger and will fish northern California waters soon.

* * *

The salmon troller **Sea Bird** formerly owned by **Al LaRocca,** San Francisco, has been sold to Joe Torrente, formerly one of the partners in the San Francisco purse seiner **Torrente Bros. Sea Bird** is powered with a GM diesel engine.

This Haul Was "Hot"

San Francisco Bay area fishermen were warned by the 12th Naval District headquarters to be careful of what they bring up with nets or hooks.

The reason for the warning was the innocent landing by Victor Bardellini, Pt. Rayes fisherman, of a World War II torpedo warhead containing 800-lbs. of explosive.

However, when Mr. Bardellini got into San Francisco he wisely called the Navy, the Navy sent down an ordnance disposal officer, and the Navy picked up the war head, took it far out to sea and destroyed it.

Type of carvel-built, outboard-powered craft employed by the Chilean fishermen in the vicinity of Iquique for fishing tuna and harpooning swordfish. The boats deliver their catches directly to the beaches.

New Lampara-Type Anchovy Net is Expanded for Tuna

The purse seiner **Vittoria,** skippered by Johnny Zankich, is now in the high seas tuna fishing grounds off Mexico, fishing with a new type of tuna net, developed by Porter Bros. of Port Hueneme.

The tuna net, which is receiving the name of the "Porter Net," is a lampara-type and was developed originally for anchovies, and has been used successfully by the fleet of boats fishing for Porter out of Port Hueneme.

The advantages, declares Keith Porter, are a smaller crew, a lighter net, and the opportunity of making many more sets during a 24-hour period than with a larger purse-seine net.

Obviously, the tuna net aboard the **Vittoria** is larger than the anchovy net, and the twin gurdies for mechanical hauling of the seine were designed to accommodate the bigger net.

Although Ted and Keith Porter do not wish to reveal the specific details of the design of the net at this time, it can be generally stated that the new net depends primarily upon its hanging, which in turn provides a tension in the wings. When the net is closed, the mesh itself closes, trapping the fish with a bag-effect.

Not to be overlooked in the successful operation of the net is the fact that much practice is required in making sets. Wind and currents must be given consideration. As high as a 40-ton set of anchovies has been made with the net, with no considerable loss of fish.

The gurdy developed for the new net is a twin-arrangement, one for each wing. In the construction of the Porter tuna net cotton, nylon and linen were used.

Keith Porter, in an interview with PFN, stated that control of the number of floats used on the net was a factor in handling a school of anchovies where, for example, the tonnage-take is limited by cannery demand.

Another phase of the Porter Net operation on the **Vittoria** is the use of a twin-engine amphibious plane, operating from La Paz, Guaymas, Mazatlan, or wherever the tuna are to be found. Mr. Porter stated that the observer in the plane was able, with the use of a two-way RCA radiotelephone, working with the **Vittoria,** to direct all the operations of making a set on a school of tuna. Incidentally, such a set has been completed in 35 minutes, permitting, when the fish are schooling, from three to seven sets a day.

Working with the Porter Net and the twin gurdies, is a stern roller arrangement, consisting of a horizontal roller and two vertical rollers, which may be removed when not required.

Fort Bragg Troll Price 32c for Big Salmon

Current prices for troll salmon delivered by its members to fish buyers in the Noyo River-Fort Bragg area of California were announced May 4 by the Salmon Trollers Marketing Association, Inc., of Fort Bragg.

Prices, for fish dressed heads-on, are: Large Chinooks, 32c; medium Chinooks, 30c; small Chinooks, 27c.

Neva Miller, secretary-treasurer of the marketing association, writes that the organization expects a good season, with fish starting in good shape and the marketing outlook favorable.

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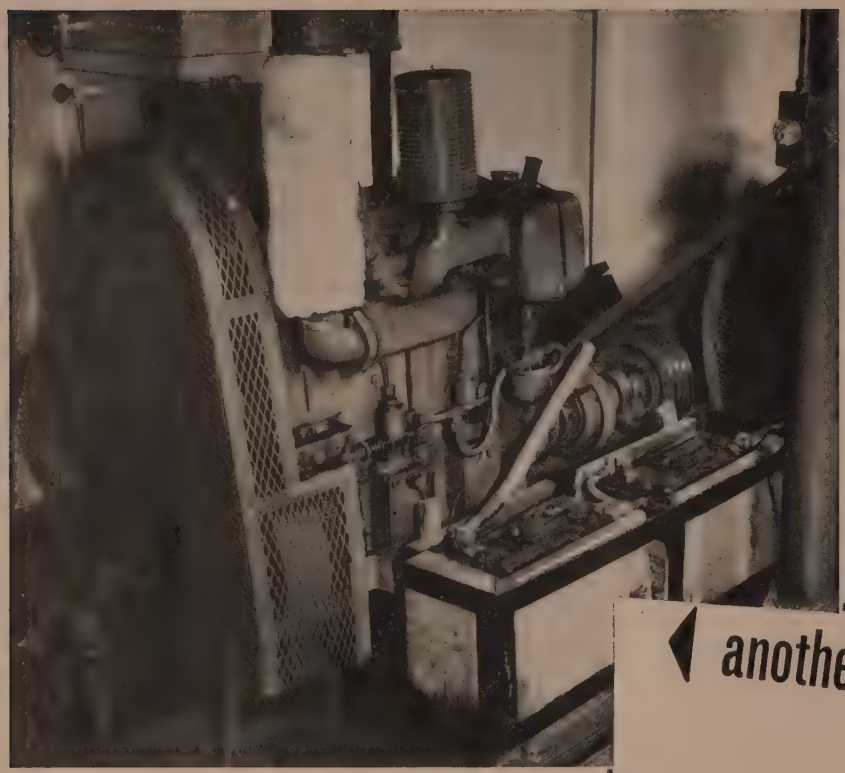

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Canadian Boat Buying For Offshore Fishing Blessed by Sinclair

Several American fishing vessels that have seen service in the sardine fleets of California and in other offshore operations may soon be flying the Canadian flag in waters between the Strait of Juan de Fuca and the Aleutians.

They will represent a part of Canada's bid for a stake in the North Pacific's offshore fisheries and their operation will be in line with a policy aggressively sponsored by Canadian Fisheries Minister James Sinclair.

Mr. Sinclair is determined to curtail or eliminate altogether the fishing for salmon on a commercial scale above the Pattullo Bridge on the Fraser at New Westminster, and to encourage Canadian fishermen to go far afield. Only by doing so, the minister maintains, will Canada accomplish two important objectives:

1. Demonstrate to the Japanese that Canada is vitally interested in exploiting the Canadian-U.S. zone of the Pacific fisheries as defined in the international treaty.

2. Increase the Canadian share of the Pink salmon catch so as to convince Americans of the Need for international study of the Fraser River Pink salmon along the lines that have been followed by the International Pacific Salmon Fisheries Commission with respect to Sockeye.

Would Waive Duty

As a step toward stimulating Canada's participation in offshore fisheries, Mr. Sinclair has supported the industry's application for the importation of up to 15 large deep sea fishing vessels from the United States for transfer to ownership of British Columbia companies and indepedent fishermen.

The proposal has received Canadian government approval. Under the arrangement sanctioned by Order-in-Council, buyers will pay 25% duty on the vessels. This will be refunded if the vessels are used for two years in deep sea fishing operations, and are not re-sold.

In a lengthy explanation of the order Mr. Sinclair referred to the international agreement seeking conservation of North Pacific fisheries and pointed out that the most important provision for Canada is that Japan agrees to abstain from fishing in the eastern Pacific ocean those species of fish which are under full scientific study, being adequately protected and fully exploited. He recalled that before the war Japanese vessels came across the Pacific "almost to our shores and in the peak year before the war caught 200 million salmon."

Last year, in their half of the ocean, the Japanese caught just 7 million. It was therefore obvious that most of the fish they formerly caught were those headed for Canadian or Alaskan rivers.

Last year, said Mr. Sinclair, some of the larger Canadian boats tried fishing in the opean sea off Vancouver Island and they caught 3 million fish in first class condition, and with the Gulf of Georgia and Fraser River catch Canadians caught 40% of the Pink run for the first time. Previously the Americans had always had the lion's share of the run —from 70 to 90%.

"The Americans got this large share through getting their first crack at the run as it passes through the American waters of Puget Sound", continued the Canadian minister. "Our fishing fleet then gets the broken-up schools as they enter the Gulf of Georgia, and we must allow sufficient escapement to spawn. . . . It is important that more of our fleet get out to sea with suitable boats.

"Such boats would be expensixe to build in Canadian yards at the present time, and the fishing companies and independent fishermen who have been canvassed feel it is too great a risk for them to take in exploratory fishing in what may or may not be a successful venture.

He states that the British Columbia industry feels that exploratory deep sea fishing would be worth a trial with imported boats at their present prices, and that it has been the established policy of the Canadian government to remove tariff duties on equipment used in primary industries. Almost everything used by a Canadian farmer, for instance, is duty free. And everything used by a fisherman is similarly free except his most important item —his boat.

If offshore fishing proves economically successful, all future boats for this type of operation will be built in Canadian yards.

Norm Gunderson Heads B. C. Fish Boat Owners

Norman Gunderson, owner of **Western Crusader,** and for years one of the leading seiner skippers for Nelson Bros. Fisheries, Vancouver, is the new president of the Fishing Vessel Owners Association of British Columbia, succeeding Helge Skarpnes.

Ante Boroevich, owner of the salmon and herring seiner **Colonel Holmes,** is vice president, and Harold Christenson continues as secretary. The directors and the committees they head are: Matt Martinolich, salmon; Helge Skarpnes, halibut; Harold Henriksen, herring; Rector Iversen, tenders; Joe Gregory, trawl; Gerrard Dal Secco, membership; Norman Fiddler, publicity; Charles Clarke, government.

Petersburg Storage Primed For a Big Year of Fishing

With its frozen storage capacity upped to 4,000,000 lbs. of frozen fish by the construction of a new cold room with 400,000 lbs. capacity and the conversion of a glazing room to storage for 300,000 lbs., the Petersburg Cold Storage Co. plant goes into the halibut season this month really rigged for fish.

Ralph Hall, manager, reported they had 3,000 bbls. of fresh herring in frozen storage, plus a limited quantity of frozen Chum salmon. The storage also was full of seasoned ice, and a good season was anticipated by the fish-wise men of the Petersburg fleet.

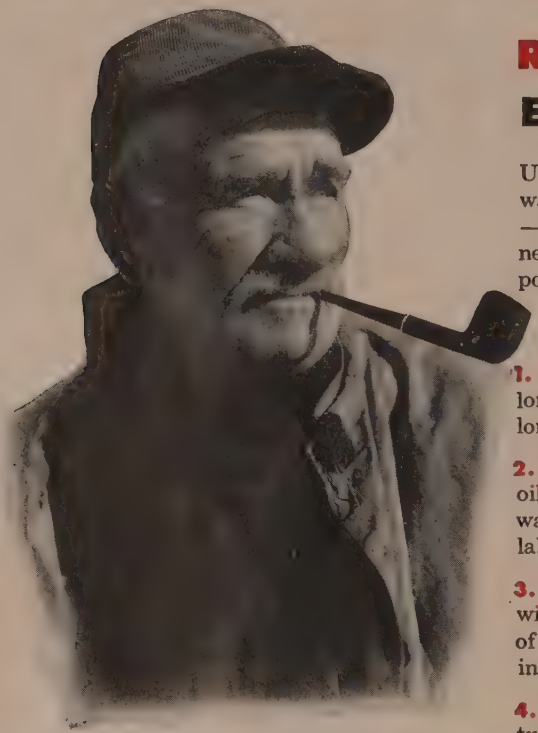
The company last year increased its daily freezing capacity to 100,000 lbs. by the installation of a York booster compressor. The job was engineered and installed by Doyle Lathrum, York representative, who also speeded up a former compressor to give greater capacity. A new 9 x 9 compressor driven by a 75-hp. motor also was installed.

The company this year added a new salt water pump at the end of the fish house, which Hugo Stoll, chief engineer, says will improve engineroom efficiency, beside providing fire protection and washdown water for the fish house.

Rupert Co-op Re-elects

President Martin Eriksen and Jack Strand were re-elected to the board of the Prince Rupert Fishermen's Co-operative at the annual general meeting, and Ray Benteen and Foster Husoy were elected, all for a three-year term. Continuing directors are Carl Giske, John Carpenter, Oke Jackson, Emil Petersen, Arvid Sandhals, Arne Husoy, Bernhof Pedersen and Perry York. The Co-operative decided to continue the "management plan", to try to increase seine and gillnet operations and to discontinue the Spider Island camp.

Nylon netting absorbs little water



RESULT: NETS REMAIN LIGHT, EASY TO HANDLE WHEN WET

Unlike other fibers used in netting, Du Pont nylon absorbs little water. This means nylon nets *stay* light in weight even when wet—gaining only about half the weight other nets do. That's why nets of nylon are easier to handle—help cut your marine-power costs.

Here are four more good reasons why you should switch to netting of Du Pont nylon.

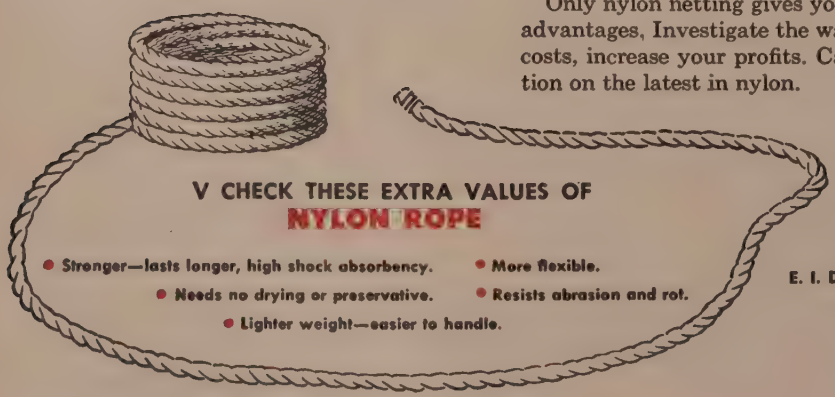
1. LASTS LONGER! Because nylon *keeps* its great strength far longer than other netting, resists rot and wear, nylon nets last longer—reduce your mending and replacement costs.

2. NEEDS NO PRESERVATIVE! Marine organisms, fungus, mildew, oil or gasoline have little effect on nylon. Nets can be left in the water almost indefinitely. You save the cost of preservatives, the labor of applying them, and nets weigh less.

3. NEEDS NO DRYING! Nets of nylon can be used again and again, without valuable time lost in drying. This reduces the number of nets formerly needed to maintain continuous profitable fishing. Nylon nets can be stored wet, too.

4. WEIGHS LESS! In some types of netting . . . where large-size twines have been used in order to maintain working strength . . . nylon's long-lasting strength and durability permit manufacturers to use smaller, lighter twines.

Only nylon netting gives you *all* these important, cost-saving advantages. Investigate the ways nylon netting can help reduce costs, increase your profits. Call your net supplier for information on the latest in nylon.



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By PETRALE*

Oyster Predator Identified

In searching for the cause of abnormally high mortality rates on the Olympia oysters in portions of Southern Puget Sound, a "new" oyster predator has been discovered. Charles E. Woelke, a State of Washington biologist, wrote that mortalities on the 1953 brood year had ranged from 15 to 100%. One regular-sampled planting of commercial oyster seed substained a mortality of 50.4% by mid-December. Examination of the valves of the dead oysters revealed three types of mortalities: (A) Those which were killed by the Japanese oyster drill; (B) Those which were invaded by an unknown organism, which punctured small oval holes in the shell; (C) and those which had no apparent damage to the shells. The mortalities attributed to Type B (An unknown animal puncturing small holes in the oyster shells), caused the greatest mortality to the oysters.

Through controlled laboratory experiments, the agent responsible for the Type B mortality was found to be a "Polyclad Worm". This worm ranges from about 1/3" to 1½" in length. The numbers of these worms inhabiting certain Southern Puget Sound oyster dikes is estimated to be over 600,000 per acre.

Woelke pointed out that destruction to oysters by this type of "flatworm" is rare. However, the Florida Oyster Leach, which is also a flatworm, causes serious damage to oysters. This worm does not penetrate the shell and the phenomenon of a flatworm actually drilling through the shell was previously unknown. The hole is reportedly made by secretions from the worm's mouth. After penetrating the shell, the worm severs the muscle which closes the oyster shell. After severing the muscle, the worm enters and devours the oyster. Washington shellfish biologists are now studying methods of controlling this pest.

***Petrale will attempt to answer questions from readers; and will welcome correspondence relative to developments which fishermen may consider worthy of inclusion in future editions.**

Comments, questions and contributions should be addressed to: PETRALE, Care Pacific Fisherman's News, 71 Columbia St., Seattle 4.

Along with the troubles of Puget Sound oyster growers, Oregon biologists have reported that the Japanese oyster drill has now spread to Netarts Bay, Ore.

Alaska Trawl Tests

Alaska shrimp fishing possibilities have attracted the interest of a great many trawl operators, stimulated by the several published reports and the recent exploratory operations of the **John N. Cobb.**

The data available on this subject include the following reports on exploratory work done by this research vessel:

1. Exploration in Southeast Alaska in the spring and fall of 1950, principally in Peril Strait, Tenakee Inlet and the vicinity of Ketchikan;
2. Explorations in the spring of 1951 in Idaho Inlet, Icy Strait and Lynn Canal;
3. Explorations, spring of 1952, in Glacier Bay and adjacent waters;
4. Explorations, spring, 1953, in the Yakutat area.

All of these reports may be obtained without charge from the U.S. Fish and Wildlife Service, 2725 Montlake Blvd., Seattle.

Methods of fishing, gear used, locations, depths and bottom character of areas fished are all discussed fully.

Hood Canal Test Drags

A series of test otter trawl drags were made in Hoods Canal during April by the Washington State Department of Fisheries to determine the quantities of scrap and food fish in the Canal, which has been closed to otter trawling for several years. Biologists have pointed out that the closure has not helped salmon fishing or improved the bottom fish stocks. Apparently, the reverse has actually happened. The area has become infested with scrap fish such as dogfish, skates and ratfish. During the four days of experimental trawling, a total of 43,890 pounds of food fish were caught. The majority of this was English Sole. A breakdown by species showed the following totals: Dogfish, 30,940 lbs.; ratfish, 5450 lbs.; skates, 7500 lbs.; English sole, 6205 lbs.; perch, 470 lbs.; sand sole, 695 lbs.; rockfish, 775 lbs., and others, 42 lbs.

Washington researchers told sportsmen who accompanied the cruise during one day's operation that many of the scrap-fish were strong competitors with salmon for the available herring and other forage fishes. Similar tests by the Department made in Holmes Harbor and portions of the South End of Puget Sound resulted in reopening the areas to trawling.

Tagged Petrale

Canadian and Washington biologists this spring tagged close to 1800 petrale in the deep-water grounds S.S.W. of Esteban Point, B.C. Both the Washington State Department of Fisheries and the Fisheries Research Board of Canada are extremely interested in the migration of petrale from the new deep-water grounds which have been fished in the last two years off the Vancouver Coast. Many fishermen are concerned with the possibility that the deep-water stocks may be a spawning accumulation of petrale which are subsequently fished in the inshore banks during the summer months. The dragging was carried out aboard the commercial trawler **Heather.** Several tags have already been recovered in other regions. Fisherman are requested to keep a sharp lookout for tagged petrale.

Measures Trawl Cable

A new device which is being developed by the Olympic Instrument Co. may save trawlers considerable time in having to re-mark trawl cable. The device, which will measure cables as the net is set, is being tested aboard the commercial trawler **Mitkof** by Ivar Angell, skipper of the boat. The instrument is made to ride the cable and may be attached at almost any position from the winch to the davits. If the device proves successful, it will add additional life to the cable as well as doing away with having to remark cables.

On The Hook

Dear Petrale:

I have followed with considerable interest **Pacific Fisherman's** reports on experimental long-line tuna fishing, and would like to know at what depth these sub-surface stocks of tuna, especially the albacore, are found.

Yours truly,
William C. Thompson
R. 1, Box 90
Nehalem, Oregon

ANSWER: You, along with many other fishermen have expressed interest in the experimental long-line fishing being carried out in various parts of the Pacific. As to the depth sub-surface stocks of tuna are found, this is rather a broad question and one which has not entirely been answered by scientists to date. Probably the data which is available as to the distribution of tuna in sub-surface waters only reflects

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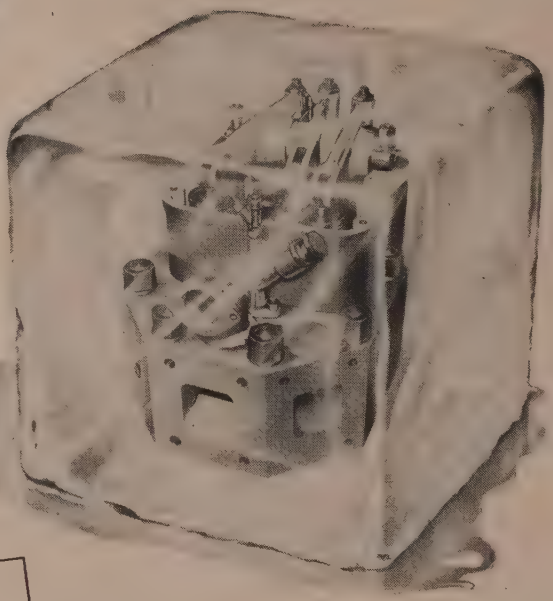

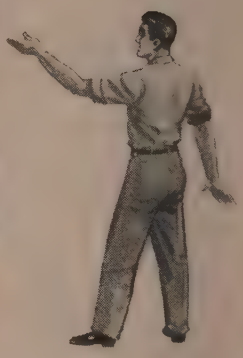

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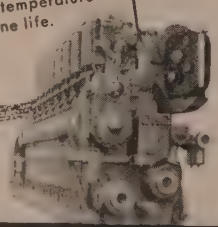

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the depth at which various experimental long-line gear has been fished. The California research vessel **Scofield,** reported taking subsurface fish at depths between 80 to 100′. The depth to which this gear may be fished is regulated by the length of the gangions used and distance between floats on the main line.

In a recent issue of **Pacific Fisherman,** I advised fisherman interested in Japanese long-line gear to write to the U. S. Fish and Wildlife Service for Fishery Leaflet No. 317 which describes this type of gear. Another valuable paper on this subject is Fish and Wildlife Service separate No. 351 (Construction Details of Tuna Long-Line Gear Used by Pacific Oceanic Fishery Investigations). Both these papers may be obtained free of charge by writing the U. S. Fish and Wildlife Service at 2725 Montlake Blvd., Seattle.

Albacore are taken by long-line gear in many of the tropical areas and sub-tropical areas of the Pacific. Recent experimental fishing by POFI investigators have produced catches of albacore on long-line gear well north of the Hawaiian Islands. Details of these catches have been published in back issues of this magazine.

Freezership "North Star" Delivers Samoan Tuna

The 220-foot freezership **North Star** unloaded the first cargo of Japanese-caught tuna at the Terminal Island cannery of the Van Camp Sea Food Co. in late April.

About 400 tons of Yellowfin, some as large as 150 pounds, and Albacore ranging to 75 pounds, came from the holds of the big ship which was chartered by Van Camp to serve as a refrigerated depot ship at the cannery leased by "Chicken of the Sea" at Samoa. The 400 tons represented 1/3 of the cargo capacity of the **North Star.**

It is generally considered that the expedition of the freezership and its accompanying servicing of the Japanese long-line fleet cannot be regarded as completely successful or efficient. There was a larger-than-usual percentage of "green" fish; also, there were too many large-sized fish which are not readily accepted by tuna canners.

The **North Star** returns to Seattle after unloading, and it is not anticipated by the Van Camp company that she will again be used immediately in the Samoan tuna fishery. As this issue of PF goes to press, it is believed that Van Camp will continue to use the Samoan facilities for canning tuna.

The freezership is expected to outfit at Seattle for the Bristol Bay salmon season, returning again in August; when she will once more be ready to engage in tropical tuna operations, if employment offers.

"Gross Over-Fishing" Reason for Rejection Of Halibut Fleet Plan

"Gross overfishing" of Pacific halibut banks would have resulted from the application to the 1954 fishery of the regulatory program proposed by the fishing vessel owners and fishermen's organizations early this year, according to an official statement on the subject issued by the International Pacific Halibut Commission in April.

The release summed-up the new regulations for 1954, and closed with an explanation of its rejection of the fleet's program—an action which has brought bitter criticism of the commission and its program from influential elements among the producers.

The fleet's proposals, as briefed in the Commission statement, "provided for three 8-day open periods in Area 2 during May and June and for four 10-day open periods in Area 3A and 3B during May, June and early July".

Fleet Proposal Would Catch 80 Million Pounds

In explaining its position with respect to the fleet's proposal, the Commission said:

"When the proposed program was considered in the light of the fishing power of the halibut fleet shown by the Commission's statistics, it became apparent that adoption of the fleet's proposal would produce catches of 40,000,000 and 35,000,000 pounds from Area 2 and Area 3A during the regular May-July season, increases of 10,000,000 and 7,000,000 pounds respectively over last year; also, that the total annual catch, including catches from other areas and the later fishing seasons, would amount to at least 80,000,000 pounds, or 20,000,000 pounds more than in 1953.

"This would have constituted such gross over-fishing of the banks beyond what they could now stand that it would have defeated the Commission's entire management program, which over the years has restored the Pacific halibut fishery to its present prosperous condition, which means so much to the fishermen themselves".

The Commission concludes the statement of its position with these words:

"The Commission figured out what it believed was the most practical way, in the light of the actual facts of the situation, to fish in different seasons of the year and to permit some increase in the catch this year, but not to an extent that would be disastrous to the fishery".

Fleet Resents Failure To Advise With Advisors

While the Commission's statement presents its position plainly enough, it does not touch at all upon one of the principal points of complaint raised by the fleet. This has to do with the contention that the Commission has set-up an "advisory board" representative of the producers; and invited the board to submit suggestions, but provides no opportunity for discussion of these proposals; and, most of all, does not disclose its own proposals to the advisory board and give the advisors opportunity to express their opinion of it.

Much of the complaint against the Commission appears to be based upon its handling of its relations with the fleet.

Producers Want Seat On Halibut Commission

Outspoken in criticism of what they consider the Commission's summary rejection of their proposals, leaders of the fleet at the same time are not hesitant in contending that the American halibut producers should be represented on the Commission.

In this connection they point to the fact that the Canadian side of commission now includes an operator, Richie Nelson; and a vessel owner, Harold Helland. They feel also that the latest appointee to the American side of the commission, J. W. Mendenhall, manager of the Ketchikan Cold Storage Co., is representative of the operation side of the industry; and contend that the fleet is entitled to a direct representative on the commission.

Ship Smashes Warehouse

Damage estimated at $135,000 was done one May morning when the grain-laden steamer **Joseph Feuer** ran out of the channel and plowed into a warehouse of the Columbia River Packers Association on the Astoria waterfront.

The ship just missed destroying the company's main office. The structure which took the impact was wrecked over an area about 100 by 175′. It was a portion of the C.R.P.A. properties long known as the "Kinney Cannery".

Three of the 5 Cummins Diesels that power this fireboat

FIVE CUMMINS DIESELS POWER THE "PHOENIX"

Propulsion and pumping power for San Francisco's new fireboat is provided by five Cummins Diesels. Three are V-type, 12-cylinder, 550 HP engines,—two for both propulsion and pumping; the third for pumping only.

The 550 HP engines were photographed in Watson & Meehan's San Francisco shop, where they were prepared for setting into the hull. All five engines were delivered to the shipyard complete with reduction gears, pressure gauges, priming pumps, and instrument panels, specifically designed for maximum visibility.

Two 4-cylinder, 110 HP Cummins Diesels also went into the "Phoenix." Primarily maneuvering engines for use on the propeller shafts when the main engines are pumping, each of the smaller engines also runs a generator.

Fireboats have been designed around Cummins Diesels since 1930 when the "City of Portland" (Maine) became the first fireboat ever powered by high-speed diesels. Cummins engines also are widely used in fishing, pleasure, and work boats for both main and auxiliary power. Ashore, Cummins Diesels power all kinds of heavy-duty construction equipment, trucks, sawmills, generators, irrigation pumps, drills, ventilators, and other machines.

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135 TONS IN 12 DAYS, GOOD FISHIN'

One of the shortest tuna clipper trips of the season thus far is reported by Capt. Ralph Madruga of the **American Lady.** From 12 days of fishing off the Mexican coast, 135 tons were taken. A total of 155 tons was delivered to the Van Camp San Diego cannery for the entire trip.

Eureka Trawlers Lower Prices For Summer

New summer quotations on bottom fish delivered at Eureka went into effect in that port May 1, with the majority of fishermen and dealers concurring in the schedule.

For the most part, prices have been reduced for the summer season by agreement among the fishermen themselves. Petrale sole was cut from 10 to 7½ cents and English sole from 7½ to 6 cents per pound. Dover sole remained unchanged at 5 cents.

The new schedule was adopted by the fishermen following a conference held in Eureka in late April attended by some 40 members of the Fishermen's Marketing Association. W. O. Riley, spokesman for the FMA, said that actually most of the dealers were buying on the basis of the new listings prior to the May 1 effective date. Riley also reported that present market conditions are quite favorable, better, in fact, than at any time in the last two years.

Jangaard Vessels Land Second Tuna Cargoes

Two-trip total of the tuna longliners **Alrita,** Capt. Lars Jangaard, and **North American,** Capt. Sverre Jangaard, is understood to have been 209 tons of Yellowfin tuna. This fish was taken in the course of two semi-exploratory fishing trips in the vicinity of the Line Islands.

While they were actually commercial in nature, the fishing trips were subject to certain exploratory requirements which probably reduced their yield to some extent.

On the second trip **Alrita** took 35 tons of Yellowfin and 7 tons of other fish; while the **North American** is reported to have stowed 71 tons on her second trip.

Seiner Is Shrimping

The purse seiner **Diamond D,** formerly the **C. R. Martinolich,** built in Tacoma, is now fishing as a shrimper out of Guaymas for E. H. Gayou. For a period the boat worked for abalone along the Baja California coast.

New fire boat "Phoenix" running in San Francisco Bay, with Capt. Frank Smith, her master, in the insert. Lower photo shows the Snow & Nabstedt power take-offs by which the main propulsion diesels can be used to drive two of the fire pumps.—Photos courtesy Watson & Meehan.

New Fireboat Protects Bay City Fish Industry

San Francisco's fishing fleet, waterfront canneries and fish receiving stations are now protected by a new 126-ton fireboat, the **Phoenix,** designed around five Cummins diesel engines by John Alden, Boston naval architect, to provide speed, maneuverability, and high pumping capacity.

She replaces two steam-powered vessels, the **David Scannell** and the **Dennis T. Sullivan.** Both were built after the 1906 earthquake and fire had devastated San Francisco, and have been in service for 45 years.

Twin Columbia propellers, on Monel shafts, turning in Goodrich cutless bearings are driven by two V-type, 12-cyl., 550-hp. Cummins diesels. These engines can be cut from the shafts and switched to pumping. A third 550-hp. Cummins diesel is for pumping only. There are two 2-1 and two 3-1 Snow & Nabstedt reverse and reduction gears.

With these three 550-hp. engines throwing water, the new fireboat has a capacity of 9600 gpm. at 150 psi. Thrust from these streams is powerful enough to move the boat away from the blaze. To counteract this, the boat has two 110-hp. Cummins diesel maneuvering engines. All engines were supplied by Watson & Meehan, San Francisco, Cummins engine distributor.

The **Phoenix** is equipped with a Radiomarine 30-watt radio telephone, and a Radiomarine Model CR103 radar.

A fresh water pressure system was provided by Fairbanks-Morse & Co. Jabsco bilge pumps, and Sutton sump pump are on the **Phoenix,** and the electric and electronic installation was done by Ets-Hokin & Galvan.

"7 Brothers" Regarded As "One Sweet Seiner"

One of the prettiest "pocket" seiners ever seen on Shelikof Strait will make its debut there this year with the name **7 Brothers** on its bow and Hans Olsen of Afognak at the wheel.

Fishing with him aboard the 34-footer will be three of his seven sons, students at the Mount Edgecomb School, Sitka, who fish during the summer with their father for the Port Bailey cannery of the Kadiak Fisheries Co.

The high rating of **7 Brothers** on the score of trimness and general all-around class is given by Chuck Turner, vice president and general superintendent of the Kadiak company. If he hasn't seen a sweeter seiner, it's saying a lot, for he has seen plenty boats in his day.

William Garden, Seattle naval architect, designed **7 Brothers,** and she was built by Commercial Marine Construction Co., Seattle. Power is a 145-hp. Nordberg-Knight gasoline engine with 2.44-to-1 reduction gear, which turns a 22 by 18" Coolidge wheel through a Goodrich rubber bearing. There's a Neptune stove in the galley.

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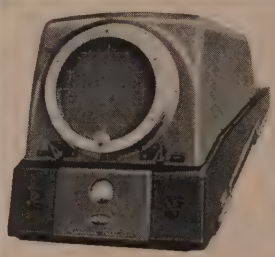

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Moss Landing — Gals Make 'Em Shine When Fishing Starts

Fishermen's wives are much in evidence these days as the boats start the new season. They are the boat painters, not only deck and galley but the tough copper bottom jobs that require long hours of standing in the mud at low tide. Many of the women can't take the rugged life when the fishing begins, but they DO see to it though that the boat starts off spic and span.

Among the veterans of many a fishing season who are with their husbands again this year are Belle Johannsen of the **Belle J. II** with her husband, Gus; Babe Johnson on the **Christe II,** with Roy; Esther Martinsen with John on the **Isis;** and Ruth Dulaney of the **Penguin** with Roy.

In a class all by herself is Bernice Maier whose husband, Dick, owns the dragger **Warrior.** Bernice can tear down an engine and put it together again but the care of her two little daughters keeps her at home.

Looking very beautiful is the boat **Silver Spray** after Ruth Patterson got through using Galvicon on all the metal parts. This product used by the Navy on government vessels has become very popular with the fishermen. After Ruth finished painting the winch, gurdy bases, rigging and exhaust stack, the uninitiated looking on thought all that work had been too much for her when she started squirting water over her newly finished job. Orville just smiled. That is what "sets" the galvanizing and she was doing just the right thing.

Funrunner, largest troller in Moss Landing harbor, will be out with the fleet for Albacore this year, after a period of inactivity. John King of Orland has sold the 83′ twin diesel sub-chaser to Harold Booth, also of Orland.

John will skipper the boat while Harold remains the shore side partner. The men plan to have Jack Mandy of Moss Landing refrigerate the vessel.

"Dusty" Rhoades of the **Midnight Sun** out of Monterey has a new partner. W. E. Dodge of Santa Cruz has bought a half interest in the dragger, which is currently fishing off New Year's Island. Dodge is very pleased with the fine way the boat is kept by "Dusty" and his wife, who fishes with him.

Swapping boats straight across with happy new owners are Albert Phillips of Watsonville, who exchanged his **Monaco** for Henry Johnson's **Star of Mariposa.**

Van Camp's Samoan Venture Ends Phase 1

Termination of the first phase of the Van Camp Sea Food Co. operations at its leased cannery in Samoa is reported in data from Hawaii, where the Pacific Oceanic Fishery Investigations report that the seven Japanese fishing boats serving the cannery are reported to have brought in 590 tons of tuna, of which the plant at Pago Pago canned about 190 tons.

The Yellowfin tuna varied in abundance and size during the three-month Samoan operation. During February about 2.5 Yellowfin were caught per hundred hooks, averaging about 140 pounds in weight. The catch rate declined throughout February and March to a low of 1.01 Yellowfin per hundred hooks with the weight declining during the same period to an average of about 110 lbs. A surprisingly large amount of Albacore, 131 tons, were taken on longline gear by the Japanese fishing vessels during this first operational period. These large Albacore, averaging 40 lbs. in weight, appeared to be more abundant south of Samoa towards the Tonga Islands. About 75% as many Albacore were caught as Yellowfin, but because of the difference in size of the two species, Albacore accounted for only about 20% of the total weight of tuna landed.

Southern Shrimping Fails Of O.K. Despite Support

Any action opening shrimp trawling in Southern California has been postponed by the California Fish and Game Commission, although Richard Croker, Marine Fisheries chief, stated that he did not believe that opening of the southern waters to shrimp fishing would cause any damage, and that shrimp trawling by two or three commercial boats would enable the commission to observe shrimp conditions in southern California waters.

John Real, manager of Fishermen's Cooperative Assn., stated at the meeting that he felt it was not good conservation practice to fail to utilize a natural resource. He also stated that only a few of the boats which he represents are adapted to shrimp trawling.

Woman Is Chief Officer on "Spicewood"

The freezership **Spicewood** has the distinction of having a woman as chief officer. Mrs. Helen Fisher holds master mariner's papers, is an expert ship accountant, a skilled radio operator and signal woman.

Her father, Hans Knudtsen, was skipper of the four-master bark **Omega** which carried nitrate between Chile and Europe. Mrs. Fisher received her master mariner papers at Gothenburg.

M. T. Hoy Is Named Oregon Director

Michael T. Hoy, veteran of 31 years service to the Oregon Fish Commission, recently was appointed Oregon director of fisheries, succeeding Arnie J. Suomela, who resigned to become assistant director of the United States Fish and Wildlife Service.

Mr. Hoy has served as acting director since Mr. Suomela left the Oregon commission the first of the year. He joined the Oregon fisheries staff in 1923 as an auditor, and advanced to the position of master fish warden, which he held for a number of years.

Harju Dies at Wheel

Dead body of George J. Harju, 48, a Juneau troller, was found at the wheel of his beached boat **Helen** in April when the troller **Mabel C.** saw the other boat aground at Funter Bay, on Lynn Canal.

Harju apparently had died of an attack while operating the vessel, which subsequently had grounded. He is survived by his wife and a son, living in Juneau.

"Vitanic" Gets Radar For Ketchikan Service

Vitanic, a herring seiner recently turned freighter for the Ketchikan Merchants Association, has been equipped with a "Mariners Pathfinder" Model 1500 radar by the Raytheon Manufacturing Company.

Vitanic hauls food stuffs and supplies between Seattle and Ketchikan on unscheduled trips throughout the various seasons.

The radar on the **Vitanic** enables the vessel to operate in weather of poor visibility. It reveals every buoy, cove and island in a picture of such clarity, that navigation becomes an easy matter, even in the thickest fog. The equipment proved itself on its first trip, when it enabled the **Vitanic** to enter Ketchikan during a driving snow storm.

Designed for fishing vessels and small cargo ships, the new radar is compact and economical to operate.

Fishscope on "Rainbow"

First dragboat at Eureka to install a Fishscope is the **Rainbow,** owned and skippered by Dick Young, widely known and veteran dragboatman. The device was installed at Graham's Boat Basin and Marine Ways at Fields Landing, on Humboldt Bay. Young stated that the Fishscope, employing sonar principles, "takes the hunting out of fishing", enabling the operator to spot schools of fish to a depth of 250 fathoms and also to indicate underwater navigational hazards. Fellow fishermen along the northern California coat were showing keen interest in the new installation.

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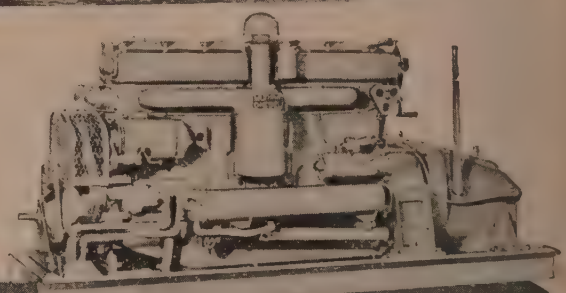

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Competition in Japan Affects Tuna Imports

Imports of frozen tuna, both for California and for other canning areas of the country are ahead of last year. Receipts of tuna from all sources into California to May 1 showed, in round figures, 10,000 tons; against 7,500 tons for five months in 1953.

During January and February this year, the U. S. received 6,526 tons; last year slightly less than 3,000 tons. Imports of canned tuna into this country for the first two months were 3,668,982 lbs. in 1953, compared to 4,626,625 lbs. this year.

The canned product, mainly in-brine, into California for five months was approximately 37,000 cases in '53; 78,000 cases this year.

The Japanese winter Albacore catch was all committed by May 1, when the summer season for all species was well under way. However, competition between the Japanese buyers for export, and those for canning, was so fierce that prices were being forced too high for American operators to purchase in the round.

American canners, through their importing agents, were complaining bitterly about the spread between frozen and canned freight rates. Since last December 1, the freight rate from Japan to this country for frozen has been $45 per ton, while the ton rate for the canned product has been down as low as $6.50, and never higher than $10.

"Experience shows that American importers of frozen tuna cannot compete against this condition," declared James Ota, Los Angeles, leading importer, last month. "The spread between the two freight rates should never be more than between $16 to $20 per ton." Mr. Ota has fought a continuing fight to obtain for equalized rates from the Japanese Transpacific steamship conference, without success to now.

A comparison of the imports of in-brine canned tuna into this country for January and February, with an increase of 100% from 1953, is evidence the Japanese packer is finding real advantage in this low freight rate.

SAN DIEGO BITE-SIZE ITEMS

WHITE STAR'S auxiliary, a three-"Cat" DL3000 electric set, has been functioning since 1946, it is reported, operating from 36,000 to 41,000 hours. The clipper fishes for Van Camp, is skippered by Johnny Tasso with James W. Burke as chief. . . . National Marine Terminal Inc. has purchased M. O. Medina's **Star of the Sea** as an addition to the tuna clipper fleet. . . . The **Myrtle L.** owned by Dale Martin and Louis Gaebe, has a new power plant, a "Cat" 6-cyl. Model D337, 170-hp., with 3:1 reduction. The plant was supplied by Shepherd Marine. The wheel is a Federal. . . . Shepherd also supplied a Universal Utility Four for the tender for the baby tuna clipper **Costa Rica,** fishing for the Ambrose Co., San Diego. . . . Wood Freeman automatic pilots have gone aboard the **Wiley V.A., Pacific Queen,** Tom Carniglia; and **Betty C,** National Marine Terminals Inc. . . .

ENDEAVOR, Victor Goularte, has just received a Series 6-71 GM diesel-generating set at Campbell Machine Co. . . . Kettenburg Boat Works recently supplied tenders for the **Katie Lou,** Joe Nunes (Chrysler V-8, 200-hp.); for the **Francis Marie,** Frank Perry, managing owner (Chrysler Ace with V-drive) . . . Paul Burton's Albacore boat has a new GM, series-451, with 3½:1 reduction and front power take-off. . . . **American Boy** was sandblasted at San Diego and metallized by a Newport Beach firm. . . . Matt Ghio's **Beneta** was given new condensers before leaving on an April tuna trip. . . . John Cardoza's **Notre Dame** was painted with Navicote topside at Campbell's. . . . Matt Monise and Joe Medina were reported on a trip to Azores in April. . . .

SEA LARK, 165-footer, and **Judy S** were added to Westgate-California's tuna fleet . . . The former was being overhauled at National Steel in San Diego in April. Joe Dores is the new fishing captain on the **Judy S** which formerly belonged to George Soares. . . . The **Sun Victoria** has a new 500-watt radio. . . **Spicewood,** freezership, unloaded tuna in April in San Diego, also swordfish and shrimp. On her return trip south she took a load of fresh beef at Guaymas for Peruvian markets. Westgate-California, Joe Camillo and Marine Products Co. took the cargo of the **Spicewood.** . . . Salvatore Navarra, chief engineer on the **Invader,** was returned to San Diego for treatment of eyes affected by ammonia fumes. The mercy flight was made by a PBM flying boat from the San Diego Coast Guard Air Station to a rendezvous at Cape San Lucas. . . .

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NEWPORT NEWS SKIPPER REPORTS:

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Captain Henry Rollins of the Malolo, who has fished out of Newport News, Va., for Hawkins and Forrest Seafoods for many years, had the first Edo Fishscope installation in his area.

"On my first trip we had made a set and were dragging down with the rest of the fleet," says Capt. Rollins. "The scope showed a real good concentration of fish but after ten minutes it disappeared.

"I turned and headed right back through that school and after an additional 30 minutes hauled back with 14,000 pounds. The rest of the fleet held their original course and when they hauled back two hours later each boat had only from 1,000 to 3,000 pounds.

"After that experience my only trouble was the other boats pressing in on me as they knew I was only fishing when I saw fish. That problem is solved now. They all have their own Fishscopes."

Since installing the Fishscope in the Malolo, E. Smola and Sons, Edo distributors in the Newport News-Norfolk area, have also installed Fishscopes in the Resolute, Mary Jane, P. K. Hunt, Admiral, Sea Queen, Frederick H., South Sea, Lawson, Voyager, Mocking Bird, Cherokee, Whitestone, and Irma Virginia.

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145 Fish Divoteers Golf in Spring Tourney

The Fish Divoteers' sixteenth annual spring golf tournament held last month at the Rainier Golf and Country Club in Seattle was acclaimed as one of the most successful tourneys ever staged by this organization from the standpoint of attendance, good scores and all-around good fellowship . . . 145 golfers playing the 18 holes and 179 members and their guests enjoying the festivities at the "nineteenth hole" and the banquet in the evening.

Highlight of the banquet at which President John Lauc, of the Kayler-Dahl Fish Co. presided, was the awarding of the day's prizes and permanent trophies by Edward Verner, Leslie Salt Co., master of ceremonies.

The coveted Royal Mail Line trophy for low net in the first division went to Glen Groth, Chignik Fisheries Co., with a 63. Another good golfer, George Skarich, Wickwire-Spencer Steel Division, carried off the prize for low gross with a 72. Harvey Schmitz was awarded a permanent trophy as the winner of low net honors in the 1953 spring tourney.

Ken Williams, Dehn & Co., won the Bob Finke trophy for low net in the second division with a 63, with the award for low gross going to J. McLaughlin, New England Fish Co., Astoria, Oregon. Harold Gramson, San Juan Fishing & Packing Co., Warrenton, Oregon, will receive a permanent cup as the low net winner in the 1953 spring tournament.

The Blue Star Line trophy for low net in the third division was carried off by A. E. Allen, Jr., Klawock Oceanside Packing Co., with a 60. The prize for low gross went to Eric Bulmer, Ouzinkie Packing Corp., with an 88. David Shea, Burlington & Quincy Railroad Co., who won low net honors last spring, received a permanent cup.

Competing in the guest division, H. Heaton, Farwest Wrangell Co., was the low gross winner.

The tournament was staged under the able direction of Edward Verner, assisted by Ray Wallitner, Nickel Plate Road; Chas. Sherriff, B. R. Anderson & Co.; Frank Wright, Pyramid Fisheries Co.; Ray Kihara, Main Fish Co.; and Ike Alhadeff, Whiz Fish Products Co.

Prizes for the tourney were lined up by the Sponsors committee, headed by J. S. Blasingame, Washington Fish & Oyster Co., assisted by Paul Deardorf, James Farrell & Co.; Randall Beard, Jr., New England Fish Co.; Steve Kipper, Can-Go Shippers Assn.; Bill Frankland, Kelley-Clarke Co.; Larry Wilson, Wabash Railroad Co.; and Bill Lee, Seattle Marine & Fishing Supply Co.

Entertainment was arranged by Phil LeDuc, Fibreboard Products, Inc., chairman, assisted by Ed Johnson, Booth Fisheries Corp.; and Walter P. Shiel, Jr., Walter P. Shiel & Co. The efficient job of handicapping was done by Joe Brenner, Talbott Carroll & Co., and Ken Brenner.

Vast Albacore Fleet Expected at San Diego

Phil Bertram, fleet captain for Van Camp's San Diego operations, on his return from a coastwise trip in April, commented on the fact that San Diego will probably see one of the largest Albacore fleets in history centered in that port.

He estimated that about 500 vessels would come to San Diego from Alaska and Puget Sound at the end of the salmon trolling season.

No Ownership Change in Harbor Boat Building Co.

On Page 38 of the May issue of **Pacific Fisherman** there appeared an erroneous statement which said that Tony Velosich, formerly chief engineer of the **Santa Helena** and **Scarlet Queen,** had acquired an interest in the Harbor Boat Building Co.

John Rados, president of Harbor Boat Building Co., corrects us and says that there has been no change in the ownership of this company, long a leading factor in boat building and repair at Terminal Island.

Our May item actually referred to the Harbor Boat & Yacht Co., San Diego, which has no connection with Mr. Rados' company.

Mr. Velosich has acquired an interest in Harbor Boat & Yacht Co., San Diego.

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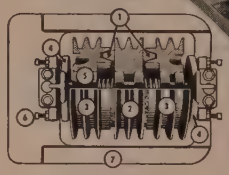

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SITKA SOUNDINGS

Unless a miracle happens, fishermen returning from the south are going to find Sitka's inadequate small boat harbor even more inadequate. Work that was to be finished by now is delayed. The **Argus** with Skipper Merle Enlow and crew has returned with the float logs. There is decking to be had and fishermen willing and eager to work. The problem—no pilings. All work is delayed until the piles are received from the south. The Sitka Chamber of Commerce during November last urged the city fathers to repair the floats, give the fishermen employment and make more room for securing boats. With the damage done to the harbor in the windstorm in January there is less securing space now than twenty years ago.

Adolph Thomsen, skipper and owner of the seiner and packer **St. Nicholas,** has turned the boat over to his son Jergen, who is the new skipper. Control was turned over to him in time to carry out the bait herring contracts with the Pelican and Juneau Cold Storage plants.

Clyde Peterson, owner of the **Toney K,** skippered by Ed. Hansen, supplied the Sitka Cold Storage with bait herring.

There seemed to be a lack of spawning herring in the Sitka spawning area this season.

Mr. and Mrs. Roland (Spike) Bingham of the troller **Ross Lee** have chosen to be landlubbers until their family is grown. They have purchased the Alaska Hotel from Adolph Thomsen, well known fisherman. Adolph and his family have owned the hotel for 12 years; his wife and children operating the hotel during the fishing season. With the two girls married and the son Jergin assuming the responsibility of the **St. Nicholas,** the Thomsens are moving into a newly rebuilt home and they intend to take life easier. The Binghams are young people. They will operate the hotel under the same policy as that established by the Thomsens.

Bill Swansen, skipper of the **Bet,** was the first annual returning troller to visit Sitka. Bill reports a rugged trip north.

Reg Payne Hurt

Reg Payne, former president of United Fishermen and Allied Workers Union and owner of the boat **Saturnina,** suffered a painful back injury while preparing for the halibut season, He had to spend some time in a cast in a Victoria hospital.

Reef Nets' Legality Attacked in Court

Legal action was brought in Washington this spring by Mike Pirak, a purse seiner, to restrain the state director of fisheries from licensing reef nets. Contention was that they are fixed gear and illegal under the Washington law. The matter is expected to be settled by the time that fishing actually opens on Puget Sound.

It is interesting to note that in a recent opinion on another matter—Initiative 192—the attorney-general said: "Reef netting, which is presently lawful".

Humboldt Trollers Seek Marketing Association

Start of the 1954 salmon season along the northern California coast in May, found salmon trollers at Eureka making headway toward the formal organization of a local salmon marketing association, similar to that organized at Fort Bragg. It was reported that more than 30 Eureka fishermen already have signed up for membership in the proposed group.

Formal organization, however, was being deferred until after the season gets under way, giving fishermen time to complete preparations for operations. Among leaders in the movement was A. B. Lindstrom.

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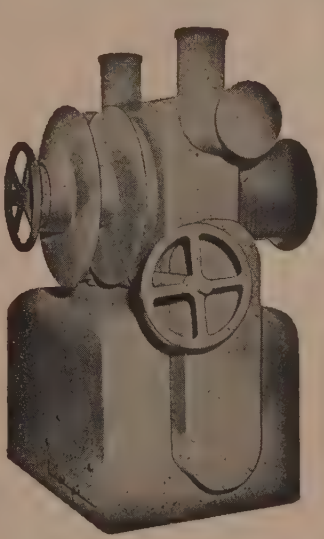

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How Much Halibut this Year? What's *Your* Estimate?

Halibut production of 66,760,000 for the "split"—and expanded—halibut season of 1954 is the average of the estimates of "informed opinion" sampled by **Pacific Fisherman** just prior to the opening of the season May 16.

The estimates—14 in number—ranged from a high of 70,000,000 lbs. down to a low of 61,900,000 lbs.

In general, the estimates may be considered quite moderate. None of them—are shown by the fact that no figure ran above 70,000,000 lbs.—neared the exaggerated totals talked of in some quarters when the pattern of the 1954 regulations was disclosed.

The estimates covered **all** halibut to be taken in 1954, including both American and Canadian fish, from all areas, taken during all seasons, and including halibut caught incidentally in fishing for other species.

Estimates were received from:

John Buchanan, president, British Columbia Packers, Ltd., Vancouver, B.C.

Harold A. Christenson, manager, Fishing Vessel Owners Association of B.C.

P. S. Ganty, manager, Pelican Cold Storage Co., Pelican, Alaska.

Harold Grotle, secretary, Deep Sea Fishermen's Union of the Pacific, Seattle.

Roger T. Hager, president, The Canadian Fishing Co., Vancouver, B.C.

Ralph Hall, manager, Petersburg Cold Storage Co., Petersburg, Alaska.

K. F. Harding, manager, Prince Rupert Fishermen's Cooperative Association, Prince Rupert, B.C.

W. S. Jensen, president, Washington Fish & Oyster Co., Seattle.

Nels Larsen, president, Ketchikan Fishing Vessel Owners Association, Ketchikan, Alaska.

H. E. Lokken, manager, Fishing Vessel Owners Association, Seattle.

S. M. Rosenberg, president, New England Fish Co., Seattle.

C. J. Sebastian, president, Sebastian-Stuart Fish Co., Seattle.

Knute Thompson, fish buyer, Petersburg, Alaska.

"Split Seasons" Come In Modified Form

After years of discussion and controversy, "split seasons" come to the halibut fishery this month, although in somewhat different dress and pattern than their early advocates visioned.

Following are the closely-condensed details of 1954 halibut fishing as prescribed by the International Pacific Halibut Commission:

Area 1-A—

South from Heceta Head, Ore.
Opens May 16.
Closes Sept. 9.
Quota: none.

Area 1-B—

Heceta Head north to Willapa Harbor.
Opens May 16.
Closes when Area 2 closes.
Re-opens Aug. 1 for 8 days.
Quota: none.

Area 2—

Willapa Harbor to Cape Spencer, Alaska.
Opens May 16.
Closes when quota of 26,500,000 lbs. is taken.
Re-opens Aug. 1 for 8 days without quota.

Area 3-A—

Cape Spencer to Sanak Islands.
Opens May 16.
Closes when quota of 28,000,000 lbs. is taken.
Reopens Aug. 1 for 10 days without quota.

Area 3-B—

Waters west of Sanak, including Bering Sea.
Opens May 16.
Closes when quota is attained in 3-A.
Reopens Aug. 1 for 10 days without quota.
Second reopening Aug. 15 for 25 days, without quota.

In addition to the fishing permitted during the seasons outlined above, halibut may be retained by vessels operating under permit in bona fide with set lines for other species to the amount of 1 lbs. of halibut for each 7 lbs. of other species landed. Such fishing under permit closes November 15.

Oregon Trawlers Find Perch Gilling Badly

Oregon trawl fishermen this spring reported increasing difficulty with ocean perch gilling in the new size trawl cod ends used for other species; and are seeking greater flexibility in the regulations which will facilitate shifting operations from one species to the other without the necessity of changing gear.

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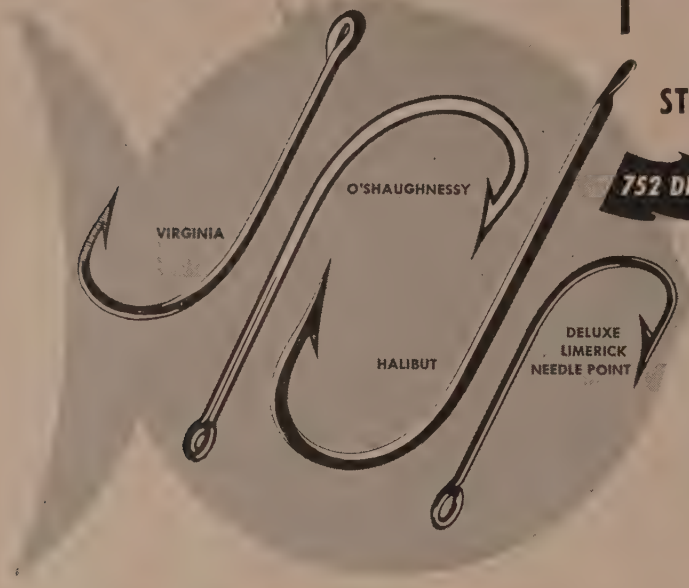

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BOX 71F, LIVERMORE, CALIFORNIA

Tuna Boats To Base At Peruvian Center

Paita, Peru, will be the base for two San Diego tuna clippers, **Patria,** 105-footer, skippered by Joseph R. Silva; and **Sea Giant,** captained by Paul Lynn.

These vessels will deliver to a freezer plant operated by National Marine Terminals and Wilbur Ellis Co.

Garnet Stevens, managing owner of the **Sea Giant,** will serve as fleet engineer for these boats in Paita. Other vessels already fishing out of Paita include **Fatima,** Joe Cabral Jr.; **La Playa,** Louis Baptiste, captain; **Kon-Tiki,** formerly the **Golden Gate,** which recently returned from exploratory fishing in Australia and New Zealand waters.

The **Wiley V.A.,** owned by Wade Ambrose, will operate from Manta, Ecuador, site of another freezing plant. Her skipper is Henry Dobbs.

"Frances Ann" Outfits For Mexican Clamming

G. T. "Pinkie" Burns, Redwood City, Calif., well known fish boat skipper, is taking out Gus Wandtke's former sharker **Frances Ann** on a Mexican clam expedition.

The **Frances Ann** was overhauled at the Sausalito Shipbuilding Co., Sausalito, and while there was equipped with a Baker ice machine powered with a two cylinder GM diesel engine, purchased from West Coast Engine & Equipment Co., Berkeley. The unit is for a new sharp freeze box, which will hold six tons.

Pinkie said that they hoped to sharp freeze 15 tons of fish and clams per 24 hours.

Clamming operations will take place at San Juan beach, 50 miles south of Abreojos, which is 140 miles south of Cedros Island.

The clam season lasts until Oct. 1. It is planned to bring the **Frances Ann** once a month into San Pedro, where the clams will be delivered to C. D. Hackney Inspection Laboratory, T.I. Thence the claims will be sold to processors.

The clams are caught on the beaches by native clam diggers, then taken out to the **Frances Ann,** after being shucked and cleaned on the beach.

Only during the minus tides is clam digging under way. During neap tides, the clam diggers will turn fishermen and fish for rock fish, which will be filleted on board the ship and sharp frozen.

So the **Frances Ann** will come into San Pedro with about 100 tons of mixed cargo — frozen clams and frozen fillets.

Harold C. Foley, Long Beach, is engineer, and Matt Thornton, Hollywood, is mate. Both are well known in the Pacific Coast fish business.

Key personnel in the new Southern California Radio Council, representing marine radiotelephone owners: left to right, Jim Bartell, Newport Beach; Harold Rahlstad, Star-Kist Foods Inc., Fishermen's Cooperative Assn.; Bill Nott, Pierpoint Landing; Bill Donohugh, tugboat operator; Ed McConnell, yachtsman; Dean Salmons, alternate from Newport Beach; Bob Rocker, secretary of the Council; J. Lee Smith, FCC, advisor to the group; Howard Hill, yachtsman.

SAN PEDRO SEINE SETS

JACKIE SUE was recently equipped with an Aeroquip hose assembly, lube oil filters, fuel oil filters and Winslow gaskets through Bolstad Sales & Service. . . . The site of the Terminal Island Sea Food Co. has been acquired by Harbor Boat Building and the buildings will be added to the yard which is adjacent to the cannery. Wilbur Ellis Co. purchased the canning equipment, which is largely that used for sardines. There is also reduction equipment in the cannery. The cannery closed down last December because of the sardine shortage, and was then taken over by the RFC. . . .

JAMES KAROVIN, fisherman aboard the purse seiner **Delores M,** died in Panama from gangrene. He was stricken with fish poisoning several months ago while fishing aboard the boat. The San Pedro office of the Commercial Fishermen's Inter-Insurance Exchange made arrangements to fly the fisherman to the Canal Zone. Later his wife flew to Panama and was with him when he died. . . . **Alan Joncich,** son of the owner of the **Pioneer,** has been appointed to the news staff of the California Tech., student paper of the California Institute of Technology. . . . Augustine Stagnaro was stung by a sting ray while hauling a net aboard the **San Gennaro** off Seal Beach. He was taken to a Long Beach hospital. . . .

VIDO URSICH recently completed a 24x12 planked net skiff for the **Golden West.** Ursich is well known for the solid, sturdy construction of his skiffs. Chrysler power was used for the **Golden West's** skiff. . . . Ursich is now completing another 24x12 skiff, with a power takeoff from the Ace to operate the winch. . . . Ursich is also well known for the number of crow's nests which he has built. . . . The abalone boat **Lorraine W,** fishing for Veteran's Fishery of Wilmington, has been powered with a Nordberg Tarpon by the H. G. McKinney Co., 130-hp., power takeoff. . . . Another abalone boat, operating from Dana Point by **Loren Harrison,** has been powered with a Norderg, an Arrow, direct drive, through the McKinney company. . . .

VINCH MARICH, plant engineer of Star-Kist Foods Inc., Terminal Island, and Paul Gligo were in Capetown, South Africa, as this issue of PFN went to press. . . .Tuna from **Golden West** and **Anthony M's** last trip were delivered to Panama, for trans-shipment to Terminal Island. . . . The newly refrigerated **Renown** is now near the Canal Zone, fishing tuna for Van Camp, under **Charlie Buchan Jr.** . . . **Stranger** was about ready to leave for tuna fishing, under **Larry Zuanich,** after replacement of an ice machine. . . . Star Kist boats **Marauder, Ronnie M** and **Anthony M** are working tuna now with high seas radiotelephones. . . . Fishing anchovies at Port Hueneme for Porter Bros. are the **St. Peter** and **N.Y.** Fish are trucked to Los Angeles-Long Beach harbors. **Oakland** is reported sold to the French Sardine Co. . . . **Santa Rita** is outfitting for tuna fishing. . . .

Mexican Shrimp Trade And Prices Hold Up

Mexico's Pacific shrimp fishery was sending from 300,000 to 400,000 lbs., frozen, layer pack, across the borders of Arizona and California monthly this spring. While some of the product was the blue variety, most continued to be brown.

The vast bays along Mexico's west coast were firmly closed for the off-season, although trawling would continue in the open seas. Wholesale quotations, west coast, remained at a steady high, and shrimp demand was good.

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LINES and LEADERS

Pacific National Foods Handles Golden Dipt Distribution

Pacific National Foods, Inc., 548 First Ave. So., Seattle, recently were appointed distributors in Washington and British Columbia for the Golden Dipt Division of the Meletio Seafood Company, St. Louis, Mo., manufacturers of Golden Dipt Ready-Mixed Breading and Golden Dipt Batter-Mix.

The announcement was made in Seattle by Phil Brady, sales manager of the Golden Dipt Division, who was calling on the trade in this area in company with Gorman Heimueller, Golden Dipt's Pacific Coast representative, with headquarters at 12716 Gilmore Avenue, Venice, California.

Associated in Pacific National Foods, Inc. are James A. Edington and Harlon James, experienced seafood distributors, both of whom formerly were with the Booth Fisheries Corporation in Seattle and Chicago.

Fellows & Stewart Concentrate Activities at One Location

With the establishment of a new engine and marine equipment sales office at its Terminal Island yard, Fellows & Stewart, Kermath distributors, have consolidated all activities of the veteran company at its plant.

Vic Langner is in charge of the sales office and Bill Baum is yard superintendent.

Keystone Batteries, Inc., Rebuilds Equipment for Fishing Boats

Keystone Batteries, Inc., 1695 Galvez Ave., San Francisco, specialize in rebuilding batteries for diesel fish boats, according to Werner Brizee, manager of the company.

Owners' batteries are taken in, completely rebuilt, and returned within two to five days to the owner with a new battery guarantee, at a saving of about 50%, according to Mr. Brizee.

When the batteries are received, the old plates are taken out and sent to the smelter. New groups, including new plates, rubber separators, etc., are then installed in the owners case, and the battery is shipped back to him.

Keystone Batteries, Inc., has been specializing in this work since 1939, and has a modern shop where new batteries are built, and old batteries re-built. The company also builds new gas engine batteries.

D. M. Landis, who formerly represented the De Laval Separator Co. in San Francisco and Los Angeles, was on hand at the N.F.I. convention, Cleveland, to greet Pacific Coasters. When "PF" flashed this picture of Mr. Landis at Cleveland he said that De Laval now has him making his headquarters at Poughkeepsie, N.Y.

New Interlux Dealers

Two new Interlux marine paint dealers have been appointed in the San Jose, Calif., area, according to Chester R. Owen, West Coast manager, Interlux and G. M. Divisions, International Paint Co.

The new dealers are Crescent Sport Center, Larry Garrettson, owner; and Marshall's Boat Shop.

Jim Williams Back Again

James R. Williams, partner in West Coast Engine & Equipment Co., Berkeley, General Motors and Chrysler marine engine distributors, has returned to head the sales department after three years' leave of absence, with General Motors in Kansas City.

In Kansas City Jim helped GM build the new F84-F Thunderstreak jet bomber, and later was chief of flight operations.

National Steel Service Agent For Superior and Atlas

The National Steel and Shipbuilding Corp., San Diego, Calif., has been appointed engine parts and service distributor for the Engine Division of The National Supply Co., manufacturer of Superior and Atlas engines.

National Supply's branch in San Diego has been closed. William Haull, service engineer for the branch, and Harold Emmanual, of the parts department, have joined the organization of National Steel and Shipbuilding Corp.

The new distributor has extensive facilities for new ship construction and for boat and engine service and repair, located at 28th St. and Harbor Drive.

Bludworth Marine Moves Seattle Location to Ballard

Bludworth Marine, manufacturers and distributors of precision-built electronic navigation equipment, has moved its Seattle showroom and offices to larger quarters at 2419 Market Street. The growing awareness on the part of boat owners and operators of the necessity for navigation aids, has resulted in increased sales to the extent that larger space and additional personnel are required. Bludworth Marine has a complete line of radiotelephones, radar models, direction finders and depthometers, including the brand new Kingfisher model supersensitive recorder combined with cathode ray fish finder for draggers and trawlers. The company, a division of National-Simplex-Bludworth, Inc., was formerly located at 2716 Second Avenue.

Sudbury Laboratories Research Program Further Advanced

To aid in the research and development of new products, Sudbury Laboratory of South Sudbury, Mass., manufacturer of over 30 nationally distributed products, announces the opening of a new research laboratory which is to be headed by their chief chemist, George Victor Kropp.

New products developed by Sudbury Laboratory, plus their aggressive advertising and promotion, has, over the past four years, doubled their ever increasing sales volume.

In the marine field their products include the well-known Aqua-Clear Feeder for protecting marine engines from rust, corrosion and electrolysis; Liquid Aqua-Clear which is used to prevent drinking water tanks from rusting; Automatic Bilge Cleaner; Aqua-Shed for waterproofing sails, sail covers, life preservers, hatch covers, etc.; Boat Zoap for all kinds of

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MOODUS, CONN.

F. H. Kilberry, center, general manager, engine division, National Supply Co., visited Seattle this spring, and is pictured here with Luke Zancich, left, and Fred Hudson, manager of the Seattle brand, National Supply Co., handling Superior, Atlas, Chrysler and Lister marine engines.

cleaning jobs around a boat; Sail Zoap for washing sails; Sav-a-Tank Cartridges for preventing rust in fuel oil and gasoline tanks; Marine Water Jacket Cleaners for removing rust and mineral deposits; Dee-Solv for flushing the water cooling passages of outboard motors; Port-Vents; Sky-Vents; Gusher Pumps for bailing small boats; Vapor Proof Switches that are hermetically sealed so arcing cannot cause explosion when in the presence of gasoline fumes; Automatic Engine Alarms that warn boat owners whenever the temperature of the engine exceeds 200 degrees or the oil pressure drops to under 7 lbs.; Barfair 77 for preventing mildew on sails, canvas, etc., and Sure-Flow Units for filtering out sand and other foreign matter.

Earl Winters Wins Cummins Dealership for San Diego

E-W Equipment Co., San Diego, has been appointed authorized Cummins diesel engine dealers for San Diego, according to J. R. Neal, general manager of Cummins Service and Sales, Los Angeles.

E-W Equipment Co. is owned and operated by Earl S. Winters. The company will continue to furnish Cummins service and genuine Cummins replacements at the location previously occupied by F. R. Laux Diesel Service. E-W Equipment Co. will also continue to maintain general truck, marine, and industrial equipment service and a complete line of affiliated parts.

Prior to establishing E-W Equipment Co. in San Diego, Mr. Winters spent nine years as a sales and service engineer with Cummins Service and Sales in Los Angeles. "We enthusiastically recommend Mr. Winters and feel confident that his many years' experience with Cummins engines will make him an asset to all Cummins owners in the San Diego area," Mr. Neal stated in making the announcement.

Industrial and Marine Engines Firm Moves

Industrial and Marine Engines, Los Angeles harbor dealers for Chrysler marine engines and P & H diesels, moved to a new location in late March. They can now be found at the headquarters formerly occupied by Newmark Specialty Co., which early in the year announced it was closing its marine supply business.

Don Tolme is in charge of marine sales for Industrial and Marine Engines. The address is 804 East Anaheim, Wilmington, Calif.

7 Rules For Battery Care Given in Booklet

Publication of a new pocket-sized booklet on storage battery maintenance has been announced by Exide Industrial Division of The Electric Storage Battery Company. The booklet breaks down battery care to seven basic rules, each emphasized with a catchy cartoon treatment and a minimum of explanatory text.

Entitled "Seven Rules for Maintaining Your Exide Ironclad Battery," copies may be obtained by writing to The Electric Storage Battery Company, Box 8109, Philadelphia 1, Pa., specifying Form 5063.

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Harbor Seafoods Hitting Fast Production Pace

Excellent crab deliveries to its Willapa Harbor operations headquarters at Bay Center is reported by Steve Sarich Jr. of Harbor Seafoods, a new firm which since last fall has set a fast and steady pace both in production and marketing under its "Harbor Bell" brand.

The firm is composed of James Anderson and Steve Sarich, the former in charge of production and plant operations at Bay Center and the latter handling marketing and distribution out of the company's Seattle depot at Pier 46.

The Bay Center plant was bought by Harbor Seafoods from the Columbia Packers Association last fall. Mr. Anderson had been local manager of the Bay Center station for the C.R.P.A. for a number of years. Mr. Sarich has been in the fish business in various departments, notably in salmon eggs, for a number of years. He formerly was a member of the Northern Commercial Co. staff.

Crabs and salmon constitute Harbor Seafoods' principal products. Upon its formation in September, 1953, the company entered salmon buying and handled more than 1,000,000 lbs. of fall Chinooks, Silvers and Chums at Bay Center during its first fall. With the opening of crab fishing December 15 last, attention turned primarily to crab, and 750,000 lbs. in the first four months of operations.

All packing is done at the Bay Center plant, where the crabs are cooked, and either shipped in the shell or the meat picked and vacuum-packed in tins for freezing or shipping fresh. Crabmeat is packed in 14-oz., 1-lb. and 5-lb. tins.

Beside receiving the catches of eight crab boats, the plant during the spring months took the salmon deliveries of three trollers as a regular thing, while buying from others as offered.

The plant is equipped with a sharp room for freezing crab meat and fish; and with a York flake-ice machine to provide ice for plant use and its fishing boats. With the arrival of the salmon run in the fall it is planned to install a 1-lb. tall canning line. No crabs are canned, nor is this contemplated.

"Harbor Bell" crabs and crab meat are sold in the California market by Norfish Sales Co., Oakland; while Mr. Sarich handles sales to other markets out of the Seattle office at Pier 46.

Eight crab fishing boats regularly serving the Harbor Seafoods plant at Bay Center at time of writing were: **Ethel May,** Don Horne; **Darby S.,** Ben Swan; **Lindbergh,** Guy Spooner; **Discovery,** Crayne Bros.; **Leora,** Harold Lundquist; **Kay D.,** Russell Allbritton; **Harvest Queen,** Wally LeBack; **30E901,** Al Malchow.

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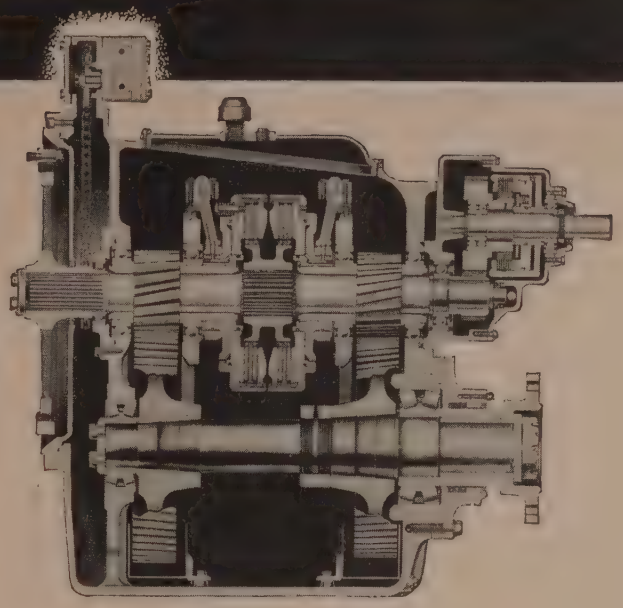

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To Settle an Estate—For Quick Sale—Marine electric contractors attention: Canal Electric Co. near Ballard (Seattle) Waterfront. Building, equipment, tools. Good starting stock of items necessary to electrifying boats. Value approx. $5,000. $2,500 for quick sale. Contact H. H. Slocum, Box 9, Gorst, Wash. Telephone Bremerton 3-0433.

FOR SALE: $25,000 DUPLEX, one block from ocean, 1701 South Myers, Oceanside, California. Surf Fishing. Trade Seattle area, business property or acreage preferred. Address Dan Goodbody, Gen. Del., Oceanside, Calif. or 9056 E. Shorewood Drive, Mercer Island, Wash. ADams 3023, Seattle, evenings.

FOR SALE: 200 ft. industrial waterfront, riparian rights, 1 acre land. Sheltered. Suitable for sports fishing, shipbuilding, marine ways, factory or warehouse site. Has small livable house. Ten minutes to city center. Coos Bay. $15,000. Write P.O. Box 478, Coos Bay, Oregon.

FOR SALE: Chrysler Royal engines, 8 cylinder, 141 HP—new. Priced for quick sale. SHERMAN SUPPLY CO., 2456 - 1st Ave. So., Seattle. SEneca 0061 or MAin 4802.

Shell fish packing plant for sale. Small but modern. At present operating on shrimp. Can be used for other fish products. Apply: P. O. Box 315, Steveston, B. C.

FOR SALE: $15,000 some terms. Drag boat 65'x 16.5x8' purse seine type, 100 HP. Atlas Imperial diesel engine. Complete with drag gear, ready to go. Owner desires quick sale. Contact 11 Wabash Ave., Eureka, Calif. Phone: Hillside 2-9263.

FOR SALE: 33' combination hull, trunk cabin style, round bilge, transom stern. Full price $3300. New boat still in yard. Hansen Boat Co., 5416 Marine View Drive, Tacoma, Wash.

WANTED TO LEASE: 40' to 50' troller for Albacore. Boat must be in good condition with refrigeration. Honest, sober. Experienced with best of references. Forrest Moore, 519 Northern Ave., Mill Valley, Calif. DUnlap 8-3312.

Boat 55' x 16' 115 horsepower Caterpillar diesel. Very good condition. Will sell half or full interest. Attractive price. E. D. Genovese, 660 Scott St., Monterey, Calif.

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Harvey Ryall Drowns

Harvey Ryall, owner of the vessel **Salar** and well known in British Columbia as a troller and tuna fisherman, drowned in the waters of Victoria harbor recently. It is believed he slipped off his boat while it was tied up at an oil wharf.

Ryall was a member of a fishing family, his brothers Norman and Jack being among the first Canadian fishermen to try their fortunes in the Albacore and tuna fishery of the North Pacific. A few months ago his boat was seized by U. S. customs authorities at Fort Bragg and he was fined for alleged illegal sale of tuna there.

Troller "Norlys" Lost

The 35' trolling vessel **Norlys** took fire and burned to destruction off Point Whitehorn, west of Bellingham last month. Her owner, Hans Johnson, was picked up by a Coast Guard plane.

He had been fishing for the Columbia River Packers Association out of Bellingham, and formerly operated from the Columbia River and Depoe Bay, Ore.

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B. C. Fishermen Seek To Hoist Fish Prices

British Columbia's organized fishermen have asked for a return to the 1951 level of salmon prices in their negotiations with operators.

The prices asked for are: Sockeye, 25c a pound; Coho, 17c; Pinks, 10c; Chums (Summer), 9c; Chums (Fall), 11c. In addition, a differential of 25% was asked for dressed Springs and Coho. The fishermen also asked that all seine-caught salmon be weighed on the grounds at the time of delivery.

These prices represent a substantial increase over last year's and, according to spokesmen for the operators, about $4,000,000 more than was paid out in 1953 to the fishermen for the equivalent volume of fish. It was indicated that the industry would not accept the fishermen's proposal, but the initially suggested prices are invariably regarded as little more than a basis for discussion anyway.

Last season, the prices actually paid for salmon by the operators were: Sockeye, 22c a pound; Coho, 11c; Pinks, 7¼c; Chums (Summer), 5½c; Chums (Fall), 8½c.

These prices were acceptable to the fishermen because they recognized the difficulties facing the industry, plagued with a big unsold carryover, market decline and other problems. Operators point out that in 1951, when higher prices were paid for fish, the prices obtained for canned salmon were appreciably higher than those prevailing today.

Firemen's Fund in Toronto

Fireman's Fund Insurance Group has opened its new Canadian departmental headquarters at Toronto.

Jack B. McCowan, secretary of Firemen's Fund Insurance Co., San Francisco, was elected last month to the post of secretary-treasurer.

Oil and Ice Dock Opens on Noyo

With the opening of ocean trolling on the northern California coast a new facility on the Noyo River proved of special interest to fishermen.

The new Shell oil dock on the river was ready to serve the fleet with ice and fuel. Owned by Jim Cummings, the dock is under the management of Fred Heitmeyer.

Willapa Bay Oyster Firm to Bay Center

The Willapa Bay Oyster Co., which has been operating a leased plant at South Bend, Wash., for some time, is understood to have purchased the plant of the Haines Oyster Co. at Bay Center, Wash., where in the future it will do its opening, packing and shipping.

It is understood that there is a possibility that the company's oyster stew packing operations later will be shifted to Seattle; but for the present they are being conducted at South Bend.

The company has had exceptional success with its "Hilton's" brand of oyster stew, and currently is reported to be putting its entire oyster output into this product.

Weissich Heads Board

Theo Weissich, president of the Theo Weissich Fish Company, Eureka, was named chairman of the Humboldt Bay State Board of Harbor Commissioners at a recent reorganization meeting when newly appointed commissioners met for the first time.

Mr. Weissich was re-appointed to the board by Governor Knight for a second term.

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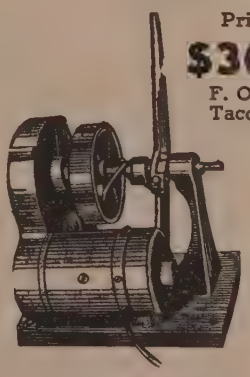

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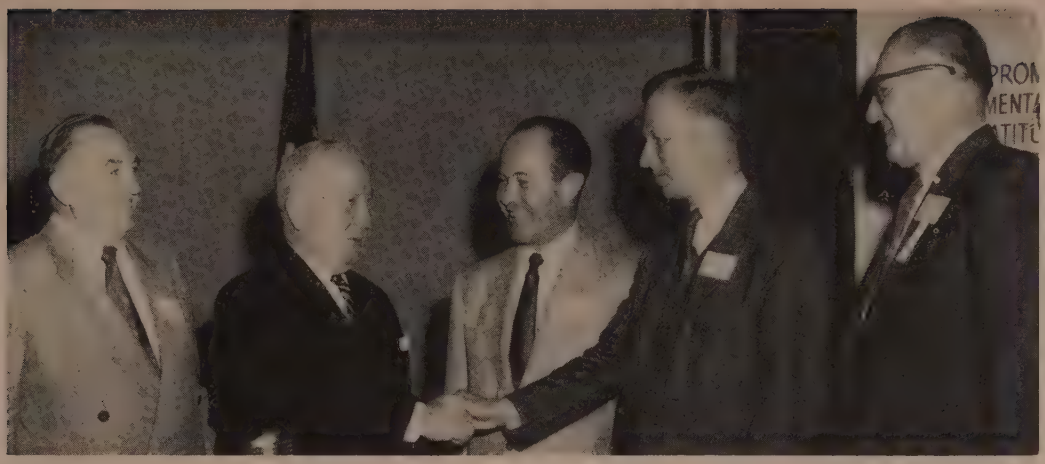


Miles Reinke of Los Angeles, new national secretary of N.F.I., backs up Emmett Concannon, newly-elected president, and he is congratulated by F. M. Bundy of Gloucester, retiring president. In the middle, Frank W. Wilkisson, treasurer, with Charles E. Jackson, general manager of the Institute, on the right.

N.F.I. TOPIC No. 1 — FISH STICKS

FISH STICKS and quality control commanded first attention at the 1954 National Fisheries Institute convention in Cleveland, Ohio, in May.

This dominant topic produced the largest meeting of the convention, and provided the subject for universal discussion. Extent of the revolution provided by this product, and its astonishing growth was not realized by many until the convention brought together information from all corners of the country.

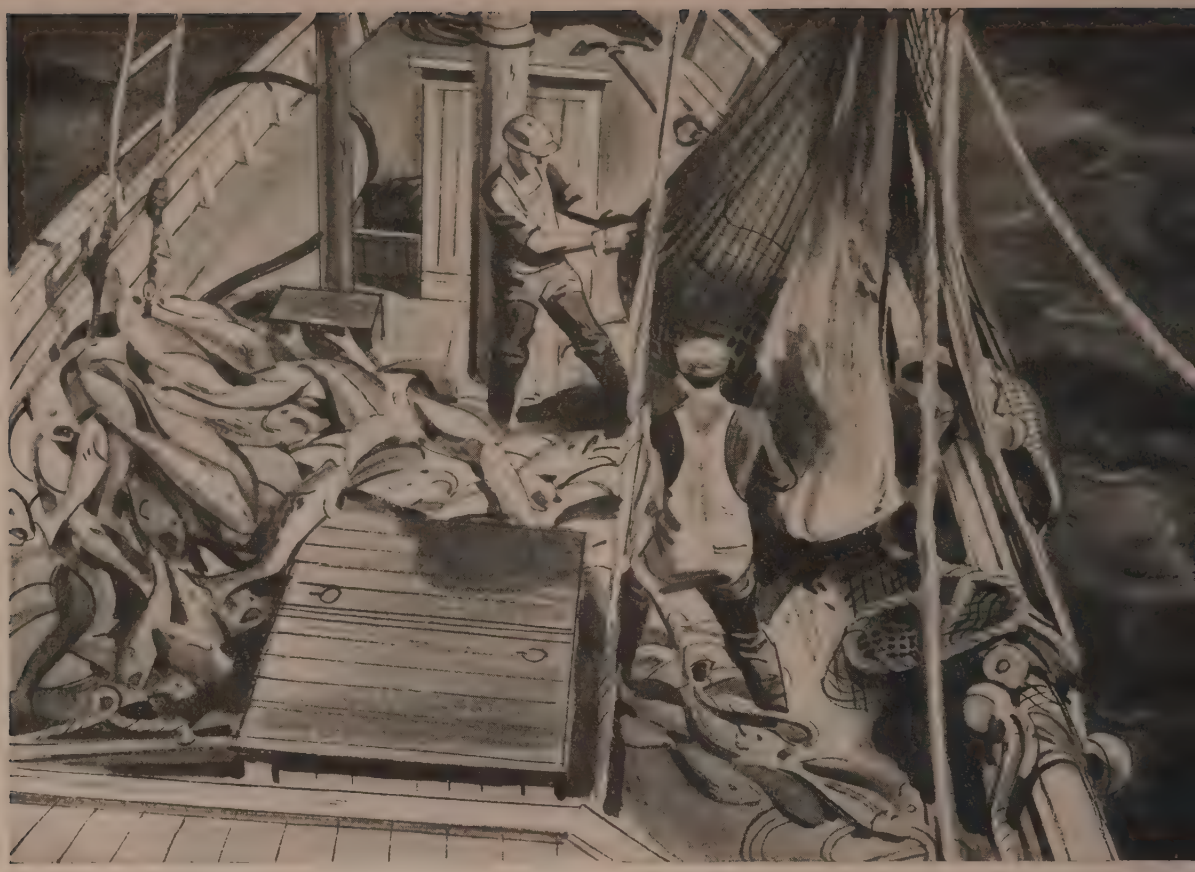
Where 1953 saw the sale of 7 million pounds of fish sticks, largely in the latter months of the year, the first quarter of 1954 saw more than 9 million pounds sold.

The view was general that sticks are not merely stealing the market from fish in other forms, but that they are winning a new place for fish on many menus and in many homes where fish formerly have been but seldom served.

High Seas Policy Serious NFI Subject

While on the surface fish sticks unquestionably constituted Topic No. 1, a subject introduced by the tuna industry — territorial waters and the high seas—commanded in-

Pacific Coasters out in front at the NFI convention — In the top row, two of the men need no captions. To the right is J. N. Hyland of B. C. Packers and the Rupert Fish Co. In the thoughtful lower row, on the left is Henry Goodrich, chairman of the NFI public relations committee; then W. C. Eardley, Arthur Freeman, Aldo Cazaretto and R. M. Sloan.



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For years Pauls' cotton and linen netting has earned an unbeatable reputation. That's because each fibre, in each strand of thread is selected for *absolute uniformity* of *length and strength.*

It means that your *unusually heavy loads* are handled *equally well* by each fibre in each mesh. No unfair loading on strong meshes while the weak strands rip and fray.

In Pauls Netting every strand has strength. With Pauls' profit-making netting, you welcome peak loads, in all kinds of weather. And you expect absolute minimum repair.

So make your next netting... Pauls Netting!

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A PACKAGE OF PACIFIC NORTHWESTERS AT THE N.F.I. CONVENTION
Charles D. Alhadeff, Whiz Fish Products, on the left, and reading to the right: W. B. "Brad" Hall, Booth Fisheries, Seattle; John McCallum, McCallum-Legaz Fish Co.; E. A. "Gene" Ruthford, San Juan Fishing & Packing Co.; Myer Bornstein, Bornstein Seafoods, Bellingham; Palmer Olson, New England Fish Co.; Peter Formusis, Consolidated Seafood Co., Tacoma; W. M. Eardley, Eardley Fisheries Co.

nse interest and much time of oughtful men in serious sessions. These discussions eventuated in Institute resolution called for loption of a policy embracing the merican attitude on this subject, d for national legislation imple-enting such policy. (This subject discussed more in detail else-here in connection with this con-ntion report.)

mmett Concannon Heads FI For Coming Year

The National Fisheries Institute rectors elected Emmett Concannon Chicago as president for 1954-5, noring a man who has pulled a ng oar in the Institute from its unding. He is vice president and neral manager of W. M. Walker, c., and was the chairman of the nvention committee which staged e first N.F.I. meeting in Chicago 1946.

C. M. Reinke of Reinke & nende, Inc., Los Angeles, was osen secretary of the national ganization and Frank W. Wilkis-n of New York was re-elected easurer.

How Pacific Sees Stix

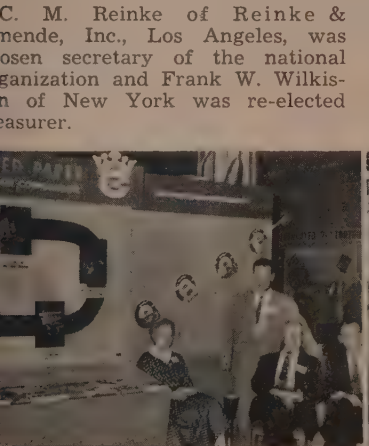
In the notable panel discussion of the subject of fish sticks, the Pacific viewpoint was represented by E. A. Ruthford, vice president of San Juan Fishing & Packing Co., one of the early exponents of fish sticking on the Pacific Coast. In discussing the product from the Western point of view, Mr. Ruthford said the supply problems are different, and that many of the western companies were continuing to market their sticks according to species—halibut, salmon, cod, etc. He stated that the San Juan company have spent a long time in developing a product that would satisfy their standards of production (see **Pacific Fisherman,** April, 1954) and are for the moment selling only the uncooked sticks.

It is interesting to note at this point that **Pacific Fisherman** questioned a number of those producing fish sticks, found that there is general agreement on the fact that the pre-cooked stick is the best for the retail trade and the uncooked stick best for the institutional trade. This was particularly emphasized by two of the panel members who felt that the trend is still toward the pre-cooked article.

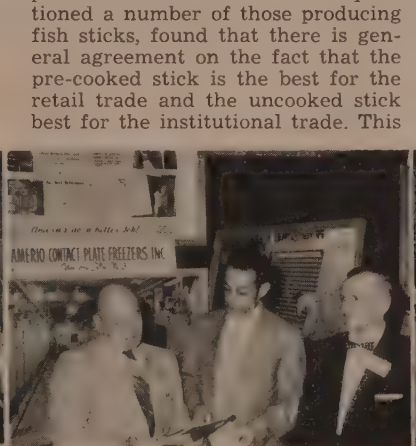
J. H. Fulham, Fulham Bros., Boston, came on with a very clearly defined discussion of modern marketing methods in the sale of the fish stick. He stated that the price of progress and leadership was the aggressive attitude toward innovations. The fish business, he said, must adopt carefully planned programs for marketing and must know what the consumer wants. The product must be uniform—in appearance, in taste and in general excellence.

Fish stick producers got together after the panel discussion in a workshop type of meeting to discuss the various problems involved. Questions discussed were typical ranging from raw materials to price and all felt that some self-regulation would be in order to encourage continuing high quality of the products.

This meeting resolved itself into a meeting of the fish stick business as such, and was held under the



WESTERN WAXED PAPER
as well represented. Here are Mrs. R. Wuestenfeld, R. A. Ehlers, arl Wuestenfeld and F. Sardam.



AMERIO FREEZERS
unquestionably provided the topic for these three: George Malton, William Spigler, and P. Amerio.

MODERN MAID
Readi-Breader found these ready. Sam Silverman, president, between Len Wolfe and Carl Kindt.

fresh frozen

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AND

HALIBUT
STEAKS
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SALMON
HALIBUT
and FISH

STIX

fresh frozen — breaded — ready to cook

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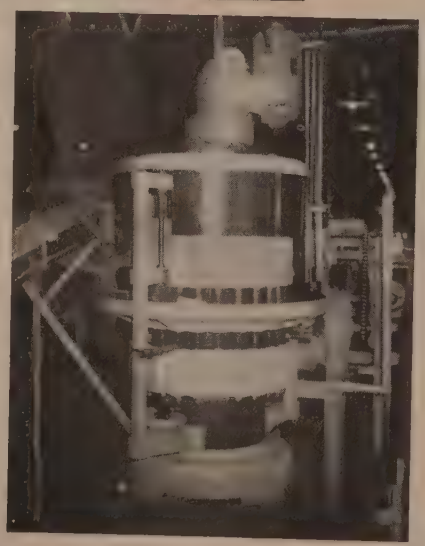

Leading tuna canners are now using the PAK-FORMER for their Chunk and Grated Style Packs. A variable speed drive permits filling speed adjustments of between 50 and 250 cans per minute. Available to the industry under similar terms as our PAK-SHAPER.

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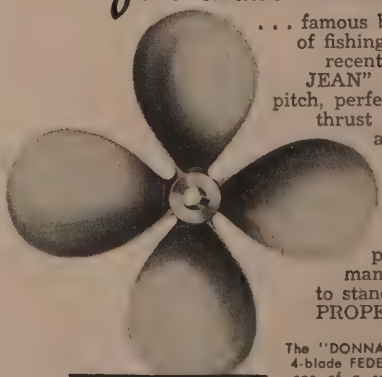

The "DONNA JEAN" swings a 50 x 44 4-blade FEDERAL "POWER THRUST" — one of a complete line of 3, 4 and 5-blade wheels in diameters up to 60"

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SEVEN FISH MEN FROM THE SOUTHWEST

On the left, Miles Reinke, newly elected national secretary of the N.F.I., and reading to the right: Gil Kuhn, Marine Products Co.; Emanuel Stein, Stein Fish Co., Pueblo, Colo.; Lloyd Turnacliff, Meredith Fish Co., Sacramento; Neil Taylor, Nordfish Co., Oakland; Aldo Cazaretto, Koulouris & Casaretto, Los Angeles, Lionel Shatz, A. Paladini, Inc., San Francisco.

chairmanship of Arthur M. Thurston of Gorton-Pew Fisheries, Gloucester, Mass.

Termed an "industry workshop," the meeting was called to discuss the problems of production and merchandising of frozen pre-cooked fish sticks.

There were more than 75 men in attendance and this group voted to have the president of the NFI appoint a temporary committee which will meet in Washington soon. Major purpose of this committee will be to define the problems inherent in assuring continuous high quality of the product and to appoint a permanent group to establish standard of fish stick production.

The group agreed that self-regulation of their industry through a committee of the NFI would be the best way to establish and maintain quality standards which are essential for increasing consumer acceptance.

Questions discussed at the meeting included: the raw materials used in making fish sticks, both frozen blocks and the frying fat and breading coatings; the species of fish from which the sticks are to be made; frying practices, shelf life, package identification, pricing practices and the factors which influence them.

Quality Control throughout the industry came in for a full dress treatment when the convention considered the findings of the fish and shellfish cutting held as the meeting opened.

In a self-appraisal the industry generally felt there is much room for improvement in handling and in quality. It was conceded that all phases of the industry could improve the handling and packaging of their products all across the board.

Fisheries Research Need Is Cited as Essential

Three men from the Pacific Coast composed the panel where governmental contact with the fish business was discussed: Congressman Thor C. Tollefson of Washington, chairman of the Committee on Merchant Marine and Fisheries; Arnie J. Suomela, assistant director, U.S. Fish and Wildlife Service; and William C. Herrington, special assistant for fisheries, Department of State.

Representative Tollefson emphasized that the rapid growth of the United States' population makes greater utilization of our fishery resources inevitable, and the need for their care and development essential. He urged industry support of the Saltonstall Bill to provide fishery research out of the duties on fishery imports, saying that such a measure could do much to guarantee the future of the industry and the resource upon which it depends.

Mr. Suomela said that with the solid support of all areas and groups within the industry great progress was being made in research, but that the need for even greater efforts in this direction was evident.

"Freedom of the Seas"

Mr. Herrington reported on the progress of fisheries matters on the international level to protect the productivity of the ocean fisheries. He discussed briefly the matter of territorial waters. He pointed out that the United States had done much work in this field but that the fishing industry is not in agreement as to what this should be. However, he made very clear that

MELETIO'S GOLDEN DIPT display commanded attention. Here are Phil Brady, Jack Meletio, president, and Manny Stein of Pueblo.

LINEN THREAD CO. featured its several brands and types and twines. Here is Frank Flewelling, sales chief, and PF.

SPONGEX NET FLOATS the modern approach to today's fish net flotation concerned John Corrigan and Fred Hammer.

. . . facing facts

TODAY, two jobs face the canned salmon industry. Salmon runs must be rehabilitated. Production costs must be reduced.

To do this, sound fishing regulations must be carefully worked out to the best interests of the **entire** industry. Expensive duplication of effort and equipment must be eliminated.

As always, Pacific American Fisheries stands ready to meet the challenge of the day, and to assume its share of leadership and responsibility in solving these major problems. Working together, we can return our industry to its rightful status—a profitable operation with a sound future.

The fact remains that canned salmon has always been a great economy food. Today, the industry must "face facts"—and work to keep it so.

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BELLINGHAM, WASHINGTON

Quality Always

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

HARRISON BREADER
Shown by A. K. Robins & Co. here is masked by Dave Nay, K. Guzenhauser, Lou Kibler and R. Sindall.

"NYLOCK" TWINE
W. S. Heminway, president, of Heminway & Bartlett, beams with A. H. Crosby in the company's display.

MARATHON PACKAGES
and Barbara Udell of Miami command attention of Robt. Williams, Thomas Schaefer and John Evans.

the industry is now coming closer to agreement on this point. He brought out that the U.S. believes in the freedom of the seas and that both large and small nations benefit from this belief.

Kuhn and Hall Head Pacific Coast Regions

Pacific members of the Institute elected Gil Kuhn of Marine Products Co., San Diego, N.F.I. vice president for Region IV; and W. B. Hall, Seattle manager for Booth Fisheries Corporation, as vice president for Region V.

Directors of the Pacific Southwest region were chosen as follows: George V. Castagnola, Geo. V. Castagnola Co., Santa Barbara; Emanuel Stein, Stein Fish Co., Pueblo, Colo.; Al Levy, Washington Fish & Oyster Co., San Francisco; Joe Marlo Koulouris & Casaretto Co., Los Angeles; T. Neil Taylor, Norfish Sales Co., Oakland; A. H. Mendonca, F. E. Booth Co., San Francisco; Louis Vitale, Los Angeles Smoking & Curing Co., Los Angeles; Lloyd Turnacliff, Meredith Fish Co., Sacramento.

Mr. Levy was designated for the executive committee; Arthur Freeman of Freeman's Certi-Fresh Foods, Los Angeles, was chosen for the nominating committee, with J. J. Camillo, J. J. Camillo Brokerage Co., San Diego, as alternate.

Directors for the Pacific Northwest Region are: Arthur W. Wilde, Alaska Reduction, Inc., Seattle; Douglas Hager, New England Fish Co., Astoria; Peter A. Formuzis, Consolidated Seafoods Co., Tacoma; Norman Weitkamp, Washington Fish & Oyster Co., Seattle; Myer Bornstein, Bornstein Seafoods, Inc., Bellingham; John McCallum, McCallum & Legaz, Seattle; Palmer Olson, New England Fish Co., Seattle; E. A. Ruthford, San Juan Fishing & Packing Co., Seattle.

Mr. Ruthford was chosen for the executive committee, and William C. Eardley Jr. of Eardley Fisheries Co. was picked for the nominating committee.

Some twenty seven firms had their products on display at the NFI meeting in Cleveland this year and the displays truly reflected the vast interest in the fish stick. Every phase of the operation of producing these sticks from the cutting of the blocks, through the breading and cooking and on to the wrapping and freezing came in for attention by one manufacturer or another.

In addition to this the industry got the word on latest developments in netting, plastic floats, containers for shipping, and other equipment.

Of special interest to the Pacific Coasters at the convention was its adoption of a resolution calling for suspension of further dam construction on the Columbia River and its tributaries until the power developing agencies had full facts and means for the protection of salmon and other migratory fish.

Two "elder statesmen" of the N. F.I. were signally honored at the convention. O. L. Carr, 73, president of the Mid-Central Fish Co., Kansas City, and the second president of the Institute, was designated to receive the 1954 Fisheries Service Award, which carries with it life membership in N.F.I.

His 80th birthday falling during the convention, Charles W. Triggs of Chicago, who has engaged in the fish business for 63 years, was tendered a special testimonial breakfast on the final day of the convention.

The 1955 convention will be held in New Orleans. Florida has been selected for 1956, Chicago for 1957, and somewhere on the Pacific Coast for 1958.

Soaring Sticks Reverse Attitude Toward Imports

Fish sticks may help solve some of the tariff complications between Canada and the United States, F. M. Bundy, president of the National Fisheries Institute, told more than 100 delegates to the annual sessions of the Fisheries Council of Canada in Ottawa late this spring.

"Fish sticks are such a revolutionary product," said Mr. Bundy, "that United States processors are anxious to get as much frozen fish as possible from Canadian suppliers. Since there is a quota on imports, there has been a suggestion that the fishing industry might take the lead toward urging complete free trade between Canada and the United States."

"Why not a customs union?" asked Mr. Bundy. (A customs union is a reciprocal agreement along specified lines.) More people are talking about fish these days. What a difference between the philosophy of the industry now and what it was a year ago! We don't hear now of 11 cent fillets, but we do hear of shortages of supplies and of great plans for the future."

Mr. Bundy said that fish sticks had caused more discussion than any other topic in the industry lately, and that their production was another long step towards bringing the products of the industry to the table in increasing volume. He said that the United States industry hoped that Canadian fishing firms would confine their cooked fish to the Canadian market, but that it welcomed Canadian "blocks" (frozen packages of fillets).

Van Camp Acquires Newport Beach Cannery

The removal of several pieces of canning equipment from the cannery of the West Coast Packing Corporation at Newport Beach, Calif., brought to light the fact that Van Camp Sea Food Co. is reported to have purchased the cannery which has been used to can mackerel-sardines, Albacore and cat food.

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"It's the Contacts that Count"

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"Jack" Ashley, Netting Salesman, Passes Away

Death came suddenly in April to one of the widely-known figures of the Pacific fisheries—J. W. "Jack" Ashley, who for nearly 50 years sold nets and netting from California to Alaska.

Almost universally known wherever men catch fish with nets on the eastern Pacific, "Jack" Ashley had earned and enjoyed wide friendship and confidence.

Actually, his name was Jiles, which few men knew until he died. Everywhere he was known as "Jack", and had been since he entered the employ of the Linen Thread Co. at its San Francisco office in 1905. He was a native of South Dakota, although he had grown up as a boy and young man in Missouri. Born in 1880, he was 74 when he died of a heart attack one April afternoon.

Save for one short period when he engaged in business for himself, Mr. Ashley served The Linen Thread Co. as a sales representative from 1902 until his retirement Sept. 30, 1951. Until 1920 he made his headquarters in San Francisco, moving in that year to Seattle, where he subsequently made his home while representing The Linen Thread Co. in the fisheries of the north coast.

In October, 1952, Mr. Ashley joined the staff of the Heminway & Bartlett Manufacturing Co. as the Pacific factory representative for its "Nylock" bonded nylon twine. This connection continued until his death.

Mr. Ashley is survived by his widow and a number of relatives living in the East and in California.

Director's General Powers Not Impaired by "192"

Initiative 192, which is being submitted to the voters of Washington will not impair the general regulatory powers of the director of fisheries if it is enacted.

This is the opinion of the Washington attorney-general. Some question had been raised regarding the effect of the initiative upon the authority of the director to deal with matters not specifically involved in the measure. The attorney-general's opinion is that enactment of the bill would leave the director's authority virtually unchanged.

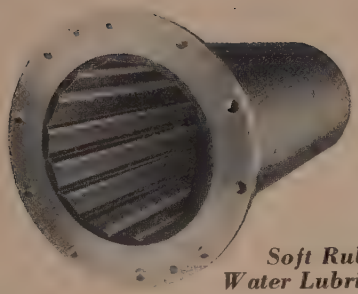
He does, however, raise the point that the measure might abolish three present preserves; and that their restoration might be outside the authority of the director.

Alaska Pacific in Red

Loss of $299,416 on 1953 salmon canning operations of the Alaska Pacific Salmon Co. was reported to its stockholders late in April by R. C. Anderson, president, who rated 1954 outlook "not encouraging".

Cutless Cuts COSTS

Tuna Clipper "Mary E. Petrich" Equipped with 8" Cutless Bearings



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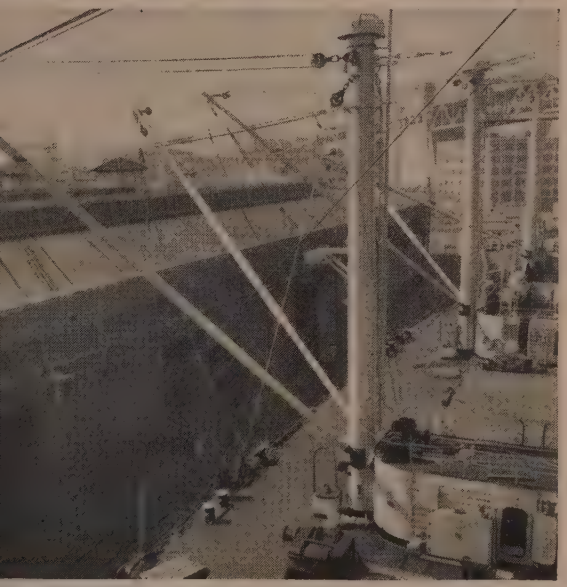
PROPELLER SHAFT



iger Brand Wire Rope at work—shown here in use on the *Iawaiian Merchant*, one of the fleet of Matson cargo ships.

For cargo working gear— Matson chooses Tiger Brand!

For more than 20 years, a substantial part of the Matson cargo fleet has used Tiger Brand Wire Rope on their working gear. Hold men like its flexibility and easy handling . . . winch drivers prefer Tiger Brand because it spools evenly, lasts longer. So when you need wire rope, rely on tough Tiger Brand. There is a local Tiger Brand distributor to serve you in all major Western ports.

FREE BOOKLET! PF-6

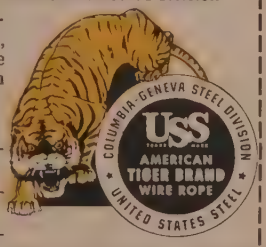
UNITED STATES STEEL CORPORATION—COLUMBIA-GENEVA STEEL DIVISION
1403 RUSS BLDG., SAN FRANCISCO 6, CALIF.

Please send me your free booklet, "Longer Life From Your Wire Rope", that gives information on use and care of wire rope.

*Name*_____

*Address*_____

*City*_____ *State*_____



USS TIGER BRAND Wire Rope

United States Steel Corporation • Columbia-Geneva Steel Division

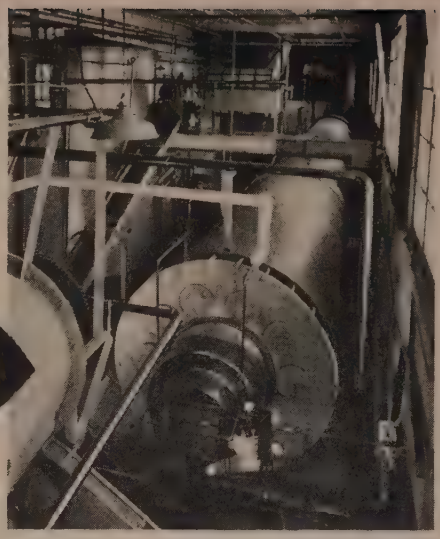
UNITED STATES STEEL

2% to 5%
PROTEIN GAIN

2½%
MEAL GAIN

WITH STANDARD
LOW TEMPERATURE
FISH MEAL DRYERS

Low temperature dryer at Pan Pacific Fisheries, Terminal Island, Calif.



REAL PROFIT FROM

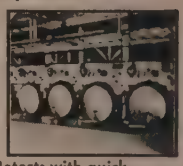
1. HIGH PROTEIN MEAL 2. OIL, LOW IN FREE FATTY ACID 3. CONDENSED SOLUBLES

There is no waste with a STANDARD Fish plant. You'll not only profit more from high protein meal . . . A STANDARD plant assures you peak delivery of top quality low moisture low acid oil and free flowing condensed solubles.

Actual laboratory tests prove that STANDARD low temperature drying produces up to 2½% more meal with at least 2% more protein than high temperature drying. Low temperature does not degrade or burn protein. Eliminates expensive vapor incinerators. STANDARD low temperature dryers comply with rigid air pollution requirements.

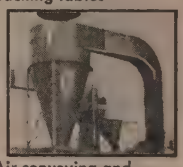
Write today for illustrated bulletin.

Complete Fish Processing Equipment



Retorts with quick closing doors

Conveyor type packing tables



Air conveying and sacking equipment

Cookers and presses

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OCEANIC SALES COMPANY

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CANNED SALMON

Cable Address:
"NAECO" All Codes

FOOD FISH MARKETING
Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

June 1954

There Aint No Market– There Aint No Salmon

Slightly exaggerated, of course, the headline pretty well tells the story as this issue closed.

The stimulus which the Lenten promotion program lent to salmon movement that had been active since October, served to clear away almost the last vestige of stocks-on-hand in the primary market. Prices were low, but they moved the goods. Profits to producers were nil.

Tax date in the State of Washington April 30 gave an added push to lots which lingered; and as this was written in May some Alaska Reds in talls and halves were about the only goods left for sale in the hands of Pacific distributors.

Consignment stocks, never onerous this selling season, were just about gone; and the distributors and sales managers were getting a chance to catch their breaths after the fast-moving business of the spring months.

The late spring situation gave an opportunity to offer various bargain parcels which hadn't commanded a nod while there were standard goods to be had.

No New Salmon Ready In Volume for Months

Despite the fact that salmon fishing will be under way in several sectors before the time these words are read, it will be weeks, even months, before more than a handful of salmon is available for shipment.

This is due to several factors:

1. Early-opening areas are not heavy producers. The Columbia River opens first, but never yields heavily in the early part of the season. In Alaska the Copper River comes into production May 1, but it is a relatively small fishery, whose production even in good years makes little impress upon the supply.

2. It takes time to get Alaska fish to market. While Columbia River salmon can be delivered quickly, and some of the May-canned fish from that stream may have been eaten by the time these words are read, the fact remains that it takes a lot longer to get Alaska salmon rolling to fill even the earliest orders.

Why? Well, because the steamers don't run every day; and they don't call at Cordova for a wheelbarrow load. Not until a sizable parcel of salmon has been packed is it possible to get the early goods shipped. Arriving at Seattle, the salmon must be sampled, inspected, certified, labelled, cased and shipped. Takes time.

3. Volume shipping can't begin before July. Full-scale packing does not get under way in Alaska until June 25, when Bristol Bay opens. Shipping doesn't begin until sometime in July, and it's after the end of that month before the last of the Bristol Bay pack moves through Unimak Pass, bound for the grocery store. While fishing begins on the Alaska Peninsula's southwestern district May 27, and some Pinks and Chums are canned there, most of the salmon which will be available before the end of July will be Reds and Sockeyes, with some Kings from the Columbia and Copper Rivers.

Pinks in September

The man who didn't buy enough Pinks to last until September was either short-sighted or likes to live dangerously. The realist knows that there's little prospect of Pink supplies in more than nominal volume before Labor Day—and that the summer months see a lot of salmon salads, sandwiches, shortcakes and straight-out-of-the-can.

How **many** Pinks there'll be we can't tell you; but we know there won't be any until "sweet summer's gone away".

Packers Re-elect Buchanan

John Buchanan, president of British Columbia Packers, was re-elected chairman of the Fisheries Association of British Columbia at the annual meeting in Vancouver, B.C., recently. Vice chairmen re-elected were Richard Nelson, Nelson Brothers Fisheries; E. L. Harrison, B.C. Packers; and R. T. Hager, Canadian Fishing Co.

Tuna Trading Lags After Lenten Lift

The canned tuna market experienced a lull in early May, following the Lenten season. One leading West Coast sales manager declared this was a completely normal condition. Inventories in packers' hands on the Pacific coast were not out of line. Adding all the species together the warehouse stocks did not total 2,000,000 cases; in fact the basic canned tuna—Yellowfin and Skipjack—was toted up at less than 1,000,000 cases.

While wholesale prices generally had strengthened at least $1.00 per case, after the increase in raw fish prices, there were reports current along the West Coast that there had been some weakening of this position, and there was some undercutting, both in advertised and private label goods.

For the first six months of 1954 the California industry is not expected to pack more than 600,000 cases than for the same period in 1953; and will be fortunate to do that, with the purse seine fleet experiencing a poor season, and the domestic Albacore season not yet begun. The picture could change if raw imports increased considerably more than anticipated, but it is hardly likely. Many packers would like to have a quick look at the domestic Albacore season potential before committing large white meat tonnage from Japan.

Leo Weil Again Heads Seafood Distributors

American Seafood Distributors Association in May elected Leo Weil of Louisville, Ky., to a second term as president.

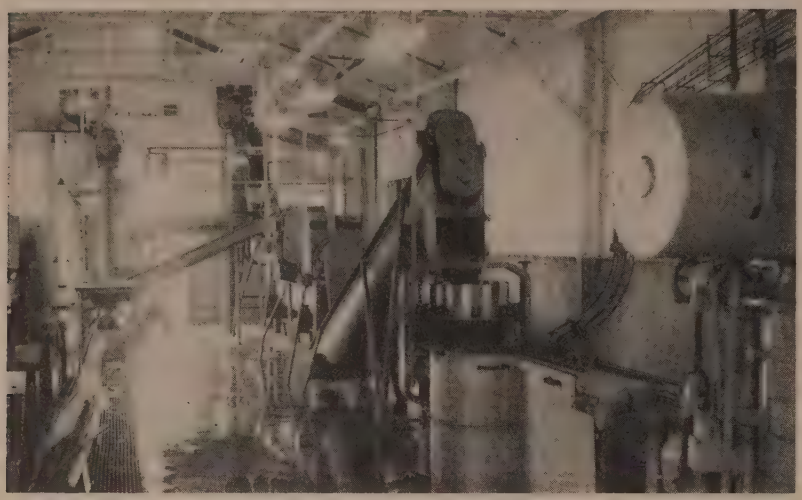
Members of the board of directors of the association include the following men with Pacific Coast interests: R. P. Fletcher Jr., president, Booth Fisheries Corporation; Gil Kuhn, Marine Products Co., San Diego; C. M. Reinke, Reinke & Amende, Los Angeles.

Ray Steele continues as counsel of the A.S.D.A.

Mackerel Pack Sags

Mackerel fishing off Southern California continued to yield poorly this spring. In April only 516 tons were delivered to Los Angeles-Long Beach canneries, which packed 10,941 cases.

The anchovy fishery produced somewhat better, with 1,662 tons brailed, and 21,827 cases packed.



WHERE NINE LIVES BEGIN — A look along the cat-food packing line in Star-Kist tuna cannery.

'Nine Lives' All-Tuna Cat Food New Star-Kist Item

An all-tuna cat food has been introduced by French Sardine Co. of Terminal Island. Bearing the catchy name of "Nine Lives,' the new product comes in 8 and 16-oz. cans, and is being packed in its own section of the main plant on Terminal Island.

The formula for the food was conceived in the laboratory. The equipment was developed by company personnel. Only clean, cooked raw tuna meat and some bones are used in the product, with the addition of cracked, hulled barley, soybean oil meal, white wheat, dried whey, alfalfa leaf meal, salt, linseed oil meal, sodium nitrite and water. The product is rated as 12.5% crude protein, 2% crude fat, and 1% crude fiber.

The "Nine Lives" line is designed to be entirely automatic, electrically controlled and with proportions of ingredients controlled by automatic dispensing. With the exception of the Continental Can Co. closing machine, all the machinery is custom designed.

The tuna for "Nine Lives" comes from the main cannery's preparation tables direct to the cat food line. It is discharged to the hopper, where it is automatically dispensed at a given rate per minute into a continuous blender. The other ingredients, as well as water, are also proportioned into this continuous blender at the proper ratio.

The mixed ingredients go by screw conveyor to a King piston-type filler for filling into the cans. The cans are checked, weighed, inspected before passing through the closing machine.

The new plant is equipped to turn out 1,000 cans of 1-lb. talls per day.

Before "Nine Lives" was introduced, the French Sardine Co. tested the product in an animal hospital, using a group of test animals. The

Star-Kist's New Star

experiment was carried out over a lengthy period and included comparative taste tests against other name brands. The product is based

the BRAND of DISTINCTION
Another OXENBERG Product

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Office: BELL STREET TERMINAL, SEATTLE 1

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28th Street and Harbor Dr. San Diego, Calif.

largest line of seafoods under one packer's label
Bumble Bee
quality keeps customers sold
COLUMBIA RIVER PACKERS ASSN., Inc.
Astoria, Oregon

on all that is known at the present ime about cat nutrition, reports Mr. R. K. Pedersen, research director.

All canned animal food in the state of California must undergo inspection by the Bureau of Cannery Inspection. A record is kept on condition and quality of materials. No reject fish is permitted to be used. It is believed that "Nine Lives" is the only cat food so far to use only tuna products.

Distribution of the product began in Salt Lake City, Phoenix and Los Angeles.

SOUTHERN CALIFORNIA CANNED FISH PRICES

Quoted F.O.B. Western Terminals at Presstime

TUNA—	
Advertised Brands:	
White Meat, Fancy	$16.50 to $17.50
White Meat, Chunks	$14.25 to $15.25
Light Meat, Fancy	$16.50 to $16.75
Light Meat, Chunks	$14.25 to $14.75
Grated	$10.50 to $10.75
Private Label:	
White Meat, Fancy	$15.00 to $16.00
White Meat, Chunks	$13.50 to $14.00
Light Meat, Fancy	$14.50 to $15.00
Light Meat, Chunks	$13.00 to $13.50
Grated	$10.00 to $10.25
MACKERAL—	
Pacific, tall, 48	$9.00
Jack, tall, 48	$8.50
ANCHOVIES—	
T/s, 5 oz. 100s	$6.75 to $7.75
T/s, 1 lb., ovals, 48s	$7.50 to $7.60

PROOF of the PROMOTION Is in the Buying and Eating

Astounding results in the form of stepped-up salmon selling are reported as result of the Lenten promotion sponsored by Canned Salmon, Inc.

L. A. Petersen, chairman of the promotion committee, has received data from several sources which leave little doubt that the lift registered in salmon sales this spring could be traced directly to the program initiated by Canned Salmon, Inc., and joined in generously by related products and allied industry associations.

Some of the evidence is cited by Mr. Petersen in these words:

"A San Francisco chain installed large floor displays at the beginning of Lent tying in with the Salmon-Macaroni Dinner promotion, kept them up during the entire period, replenishing the display stocks each day. Their canned salmon sales increase for this period over 1953 was 400% on Talls and 300% on Halves.

"A large metropolitan cooperative, getting a great deal of cooperation on the part of its members in the promotion, showed the following Lenten increases in 1954 over 1953: Tall Pinks 57%; Pink Halves 45%; Tall Reds 121%; Red Halves 117%; Tall Chums 866%.

"We know that the splendid advertising on the part of the promotion partners, the advertising by the trade, and the exceptionally fine features on the food pages of the newspapers and magazines played a great part in making the Lenten promotion a success, but in the final analysis the merchandise had to be out where it would fall into the customers' shopping basket to make records like those listed above. And if every retail outlet in the country had shown records like those above —well, there is no use speculating. There just wasn't that much salmon in existence."

So much depends on the oil!
● The delicate flavor . . . the tempting freshness of your finest canned fish can be entrusted to Archer "S" because this clear, bland soybean oil has had every trace of odor removed by a special refining process. Also, you get the same high quality oil *every time you order.* Archer "S" *can't* vary. It's refined not in batches, but as an endless "ribbon" of oil. By streamlining refining, we are able to *streamline the cost* of Archer "S" too. Ask us for samples and prices.
FANCY TUNA
Improve the Flavor... pack with
Archer QUALITY
Archer-Daniels-Midland company
Archer "S"
America's Finest Soybean Salad Oil
P.O. Box 839 • Minneapolis, Minnesota

Lots of Silver Lining In B.C. Salmon Outlook

British Columbia's canned salmon market prospects are better this Spring than in any other year since the end of the war.

In marked contrast to recent years the British Columbia industry expects to enter the new salmon producing season with a carryover of only 100,000 cases, all of it sockeye.

The improvement in the market has been primarily in the volume of sales assured or indicated, but in order to increase sales packers had to trim their prices to a substantial extent.

One of the things that pleases the packers particularly is that, thanks to a lower price structure, Canada will probably absorb a million cases of canned salmon during the year, something the nation has never done in the past.

More Sockeye, for instance, is being sold in Canada than ever before because it is competitive now with canned meats and beef and poultry and eggs which the housewife ordinarily buys.

Fisheries Minister James Sinclair recently recalled that in 1951 fishermen received 25c a pound for Sockeye. Last year they got 22c, representing a 12% decline in the price of raw fish. In 1951, brand-name Sockeye of highest reputation was being sold in chain stores for 45c a can minimum price. Today it was being retailed through the same channels at 37c a can, representing an 8c decline on 45c, or about 18% decline on the retail price. This would indicate, said Mr. Sinclair, that the industry was not taking advantage of the situation at the expense of the fisherman.

So much for the Canadian domestic market. Another shot in the arm of the recovering canned salmon industry was the cheering news from New Zealand late in April that about $600,000 worth of canned salmon would be purchased from British Columbia.

Operators indicate they will have virtually the same cannery setup functioning this Summer as last year. Canadian Fishing Co. will have Oceanside at Prince Rupert, Goose Bay in the Central Area and Home in Vancouver operating. B.C. Packers will be represented by Sunnyside on the Skeena, Namu in the Central Area, and Imperial at Steveston. Nelson Bros. plans to have St. Mungo and Port Edward in production. Anglo B.C. Packing Co. expects Phoenix and North Pacific will be its only operations, as last year.

Among the one-cannery companies are Colonial Packers, Great West Packing, Johnston Fishing & Packing, Francis Millerd, National Fisheries, J. H. Todd & Sons, Queen Charlotte Fisheries, Tulloch Fisheries and Cassiar Packing Co. Some of these companies own several plants, but plan to operate only one this year, in line with the policy of concentration that has prevailed for some time. Last season only 20 canneries packed salmon in British Columbia. Not long ago, there were more than 80.

Lee Wakefield's Long, Courageous Career Ends

As indomitable a heart as the Pacific fisheries ever knew stopped in the breast of Lee H. Wakefield one bright day in May. He was 78.

After maintaining the offices of his Apex Fish Co. in the Smith Tower, Seattle, for 40 years, he had moved only a few weeks before his death to new quarters at the Fishermen's Terminal.

Lee Wakefield's prime characteristic was courage. He built fortunes and saw them swept away by tides of economics and biology; but always had the courage, and the ability, to build again.

He was no mere entrepreneur, but a man to work with his hands, and proud of his ability to fill any job in his plants.

Lee Wakefield was a Texan born, who came to Puget Sound in 1888, and 10 years later went to Alaska in the gold rush days, building a business at Wrangell. In 1904 he established himself in the salmon canning business in Anacortes, and there built his Apex Fish Co.

From Puget Sound salmon canning he turned to the Alaska herring business and rode its rising boom through the Twenties. He was ever an advocate of packing herring as food, and long tried to can it, while he was perhaps the last individual to operate in the Scotch cured herring business in Alaska.

When the decline of herring, plus depression, closed his Chatham Strait plants in the Thirties, he went to Kodiak and built once more. His plant at Port Wakefield on Raspberry Strait recouped his fortunes once again; and in his later years he turned it over to his sons and devoted his attention altogether to his Apex Fish Co.

His widow, a daughter and four sons survive him, three of them active in the fisheries: Capt. Laverne Wakefield and Howard Wakefield of Wakefield Fisheries; and Lowell Wakefield, president of Wakefield's Deep Sea Trawlers, Inc.

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Pink Salmon
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CANNED and FROZEN FISH
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Now Available New Pack
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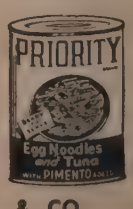
With Pimento and "MSG" Added


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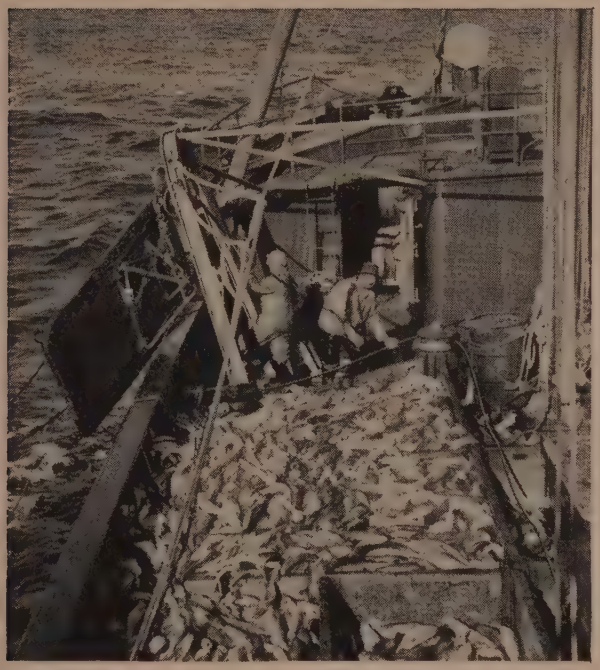
Terminal Is., Calif. TE 2-6488
Exclusive Sales Agents For
CALIFORNIA MARINE CURING & PACKING Co.
Tuna — Sardines — Mackerel

HAUL MORE HAULS WITH
THIS NEW FISHING ROPE...

ROEBLING PREFORMED

SPECIAL GALVANIZED



YOU GOTTA SAVE MONEY with this new fishing rope. Roebling's given it the whole works:

Special galvanizing by an improved method that gives *every* wire in the rope extra resistance to corrosion:

Preforming for handling ease, smooth drum winding, top resistance to bending. This is the original preformed fishing rope.

Core protection by impregnating each fibre core with a preservative that resists excessive absorption . . . reduces destructive action of salt water, fungi, mildew and dry rot.

Next time you order fishing rope, order Roebling's New Preformed Special Galvanized. And for standing rigging or any other service there's a Roebling wire rope designed for top dependability and long-run economy. Call your distributor or the nearest Roebling office. Look in the yellow pages. John A. Roebling's Sons Corporation, Trenton 2, N. J.

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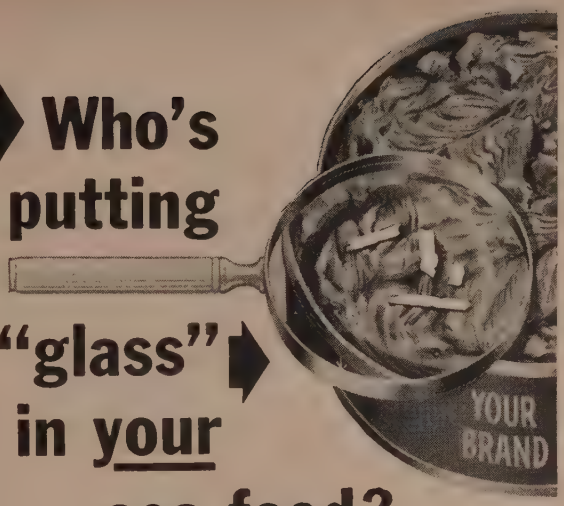
Subsidiary of The Colorado Fuel and Iron Corporation

Who's putting "glass" in your sea food?



Nature is— *but you're getting the blame!*

Nature has a bad habit of forming Struvites in canned fish and sea food *after* they've been processed. And this presents a serious problem.

You know that Struvites are practically harmless, but Mrs. Housewife doesn't. She thinks they're glass! They look like glass—feel like glass in the mouth. And that's bad for your business!

Struvites are formed from three chemical radicals that occur naturally in fish: magnesium, ammonium, and phosphate. This formation takes place *only* after the sea food has been canned and may appear within a few weeks to a few months.

Here's a safe, inexpensive way to prevent Struvites

The revolutionary, new Scienco Anti-Struvite Salt Tablet, added to your canned fish or sea food product, can safely eliminate Struvite formation, *without changing the color, texture, or flavor of the product.* It contains a patented combination of sodium hexametaphosphate and salt, which not only prevents Struvite formation but is absolutely safe in foods. The Scienco Anti-Struvite Salt Tablet is easy to deposit in the canned product, either by machine or by hand. The Tablets are packed in sealed #10 cans, 6 cans to the case.

For further information, write:

Scientific Salting Company, Dept. 6P
1530 Hadley Street, St. Louis 6, Missouri

I would like more information on Scienco Anti-Struvite Salt Tablets.

Name_____

Firm_____

Address_____

City_____ Zone____ State_____

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Despite its compactness, Radiomarine Radar CR-103 has a 30-kilowatt transmitter, operating on a wave length of 3.2-centimeters.

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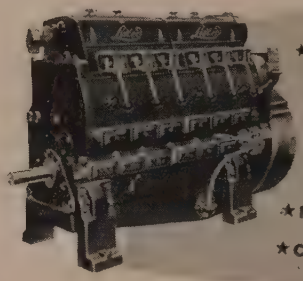

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FISH OF ALL KINDS

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SEATTLE OFFICE — 1844 WESTLAKE NORTH

J. H. Todd Firm Moves Headquarters to Vancouver

The association of an honored name in the fishing industry with British Columbia's capital city ended last month with the announcement by Managing Director Ed. W. Paulson that the offices of J. H. Todd & Sons in Victoria would be closed and all accounting and other business activity of the company moved to Vancouver.

This is in line with the company's policy of concentrating administration in the mainland center and it is regarded as a logical development. However, it does sever a sentimental link between the company and the city in which it was founded and where its executives functioned for more than 70 years.

J. H. Todd & Sons, of course, is one of the oldest companies operating in the industry on the Pacific coast. It was one of the pioneers in developing the salmon trade on the Fraser River and one of the first to build canneries there. It is also distinguished for the fact that it has been operating the only traps permitted in the area tributary to the Fraser River system.

Four generations of Todds have been active in the organization, although the family's influence on management is not as apparent as it used to be. The family is still represented, however, by the president, Ernest D. Todd.

J. H. Todd established the company in 1881 and at one time it ranked with the biggest on the coast.

Japanese King Crab "Target" Is Unchanged

Evident recognition of the limitations of the King crab resource in Bering Sea, and the possibility of its depletion, is seen in the fact that the 1954 Japanese expedition sailed in April with an authorized "target" of 57,000 cases of King crab, plus 5,000 cases of other crab—presumably the Tanner variety.

This is the same King crab goal as last year.

Operations are based on the cannery ship **Tokei Maru,** supplied by six fishing boats of from 60 to 75 tons.

Limitation of the Japanese expedition to these vessels, and of its authorized objective to the 1953 pattern, is recognized as a victory for the conservative element in the Japanese industry, which has advocated restraint in production while studies are made of the resource to determine if possible the optimum catch consistent with sustained yield from the fishery.

Only minor beginnings have been made in study of the Bering Sea King crab, but this is expected to be stepped-up this year, and further in the future as the International North Pacific Fisheries Commission gets its program under way.

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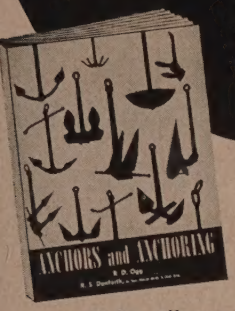

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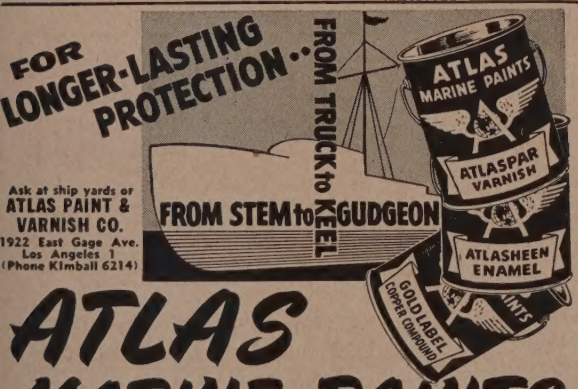

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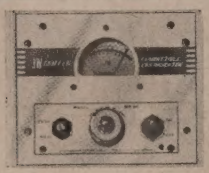

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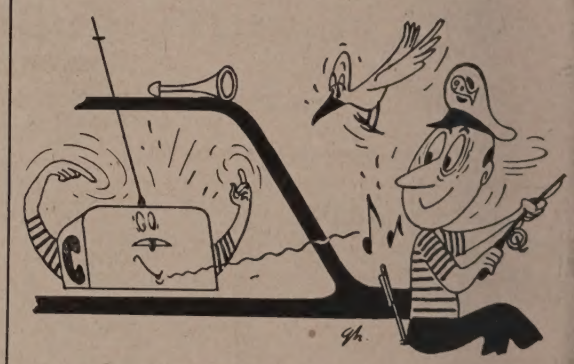

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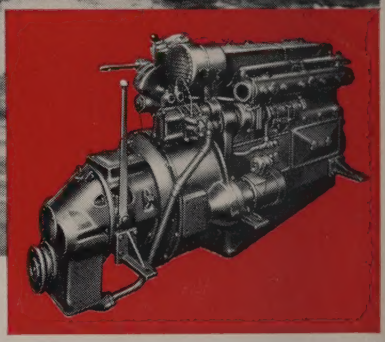

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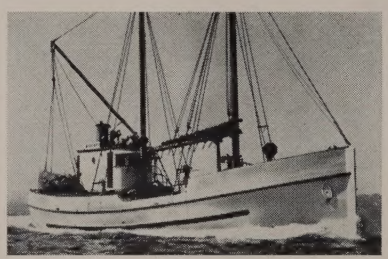

Above, a West Coast fishing schooner uses a Lister FR2 to operate a refrigeration compressor and an electric generator. Fishermen have found that Lister's unique dual combustion chamber insures easy starting and fuel economy, in every type auxiliary service.

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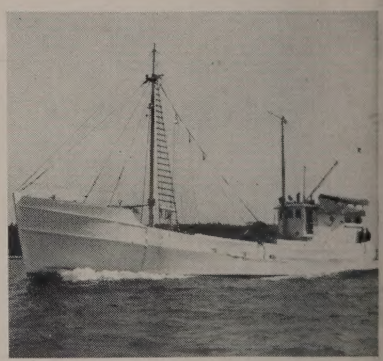

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